THE BUILDER

INCORPORATING

"ARCHITECTURE" AND "THE BRITISH ARCHITECT"

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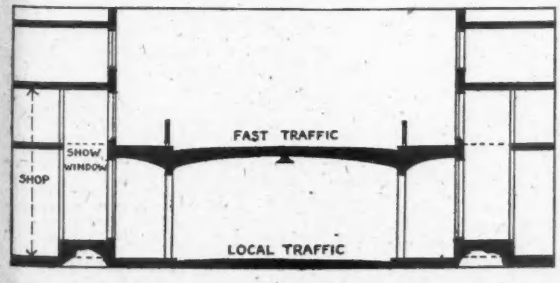
REMODELLED CITIES

IN stimulating an imaginative outlook as regards civic development in the future, we think the series of articles by Mr. J. E. M. Macgregor, which appeared in our four September issues, deserve a brief *résumé* and criticism, not only by reason of the very comprehensive way in which they deal with many important problems, but also because they display an originality in conception and treatment notably above the average of this type of study.

The title, "Highway Grid," does not fully cover the extent to which this study is taken, though its main feature is the way in which the traffic problem is met by the provision of double-decked roads, increased by decking at a third level where important crossings have to be provided for. The proposals envisage fast through traffic routes above the level of those carrying the normal local services and a series of attractively presented sketches shows the application of such a system to the central London area. The main cross, taking the lines of Oxford-street, Holborn and London Wall from west to east and Waterloo-road, Kingsway, and on through Seymour-street from south to north, has large terminal circuits at Marble Arch, Aldgate, the Elephant and Castle, and Camden Town. These are skilfully and amusingly designed. Mr. Macgregor's suggestion that in the country "through" motor roads should be constructed adjacent to existing railways in order to avoid ribbon development is also one of particular interest.

An important point, and the one that many will criticise, is the covering in London of the whole street with the overhead through road. The author makes the bold contention that there is a tendency towards the adoption of full-time artificial lighting, which in his scheme would be required on all floors below the second, as the difference of level between the roadways must be about 20 feet, and he considers that it would be better to eliminate all windows for a height of 10 feet above the upper road in view of the absence of footways to this.

If the author is correct in this assumption as to lighting, his proposal impresses us as a possible scheme for the amelioration of the traffic difficulties, but if the overhead system were taken further, as is visualised, a number of complicated intersections would demand adjustment. A careful consideration of the proposition as a whole suggests that there may be alternative methods in matters of detail. The provision made for through traffic would take double the amount of the lower local roads; it may be doubted if as much as this is needed if, at a number of points, suitable "draws-in" were provided. The relative use of the upper road would be increased and this road would deliver people at these points for business and shopping, with pavements to both upper and lower roads. This modification would also enable the shops to have natural daylight, as indicated in the sketch section at the foot of this page.



The two-storey shop front which this shows is not a novelty: it is, or was, to be seen in a furniture store in Prague, going down to light the basement, and was very effective. Doubtless some artificial lighting will still be needed, but the present range of illuminants provides several that blend well with daylight.

Mr. Macgregor devoted special attention to the main crossing at the north end of Kingsway, regarding this as a natural business centre; the circus here would extend from the corner of Bloomsbury-square in the north-west to that of Lincoln's Inn Fields on the south-east, and would enclose covered stations for cars, taxis, bus and coach services, overhead a theatre, clubs, restaurants, etc. It is suggested that the roof over these might be large enough for an aerodrome for taxi aircraft.

The last of the four articles extends these imaginative ideas to the suburban areas and offers a number of suggestions for flats and cottages; one of these has been carried out at Lennox House, Hackney, the flats in this case being set back floor by floor so as to provide each with a wide balcony treated as a garden court. The void left along the centre of the ground floor is utilised as a car garage but, even so, skilful variations in planning are necessary to cope with the variations in depth of each of the upper ones. It would be interesting to compare the economics of such a plan with one that has been proposed, stepping back the upper floor longitudinally so as to give garden playgrounds at the ends of the blocks on every storey.

The cottage planning is ingenious and is claimed to be especially suited to joint central heating, a point of definite value in view of the fact that the programme of district heating and hot-water supplies from electric power stations is now being strongly advocated on the grounds that this would not only effect great economies in fuel and transport, but would also almost entirely abolish the smoke nuisance so detrimental to cleanliness and health in London and our other great cities. District heating has passed the experimental stage as large installations are in operation in the U.S.A., Russia, Denmark and Germany; it seems amazing that in a climate so eminently suited to its adoption as our own it has so far not established itself.

In conclusion, we feel assured that among the numerous programmes now being worked out for the amelioration of conditions in our large cities, any imaginative general or specific solution such as this one should be a welcome contribution.

NOTES AND NEWS

Bristol Planning Committee.

A RECOMMENDATION is to be made to Bristol Corporation that the Planning and Public Works Committee should be divided into two committees, one to deal with planning, the other to deal with cleansing, salvage, street lighting, and other matters. At a recent meeting of the committee it was stated that a review was necessary in the light of pending legislation and the additional duties which are likely to fall upon the committee in connection with re-planning.

"Chester House," Hyde Park: Use as Women's Services Club.

CHESTER HOUSE, Clarendon-place, Hyde Park—Sir Giles Gilbert Scott's home—is now in use as a non-residential club for members of the three Women's Services. The house, which won the R.I.B.A. London Architecture Medal in 1927, has been lent by Sir Giles.

Design Round the Clock.

THIS Exhibition, opened at the Geffrye Museum, Kingsland-road, E.2, on October 1, by the Rt. Hon. Chairman of the London County Council, Mr. J. P. Blake, J.P., will remain open till Saturday, October 17. Hours, 10 a.m. to 4.30 p.m. daily, excluding Sundays and Mondays.

St. Paul's Cathedral.

THREE lectures on "St. Paul's and its Builder" will be given by Canon Alexander (Treasurer of St. Paul's) in the Crypt Chapel on Wednesdays in October (7, 14 and 21) from 1.15 to 1.45 p.m.

Jubilee of Borough Polytechnic.

ON Wednesday last the Borough Polytechnic in the Borough-road, S.E.1, celebrated its Jubilee amid good wishes from all who know the quality and scope of the work done during the past 50 years. It was one of the three Institutes established by the South London Polytechnic Council (as Mr. H. E. Chipperfield, the secretary, reminds us), and began its work in the premises previously occupied by the Borough-road Training College. Among the objects under the scheme drawn up by the Charity Commissioners in 1891 for endowment and management, it is interesting to note that the Polytechnic offered instruction "suitable for persons intending to emigrate." The Polytechnic was an immediate success, and 2,375 students and members were enrolled in the first session. In a brochure produced to mark the Jubilee, a tribute is paid to the Trustees of the City Parochial Foundation to which "the Polytechnic owes its inception, endowment, and much of its continued maintenance." Students now normally number over 6,000 a year. The present Principal is Mr. Douglas H. Ingall, D.Sc.

C.W.S. Architectural Appointment.

MR. L. G. EKINS, F.R.I.B.A., retired last month from the post of head of the Co-operative Wholesale Society's architects' department, after nearly 45 years' service, for 26 of which he was chief architect in London. His successor is Mr. Wm. J. Reed, A.R.I.B.A.

M.O.W.P. Standards Committee.

THE name of Mr. Arthur S. Ainsley, F.I.A.S., was omitted from the list of members of the Standards Committee of the Ministry of Works and Planning.

Sir Samuel Joseph as Lord Mayor.

SIR SAMUEL JOSEPH was elected Lord Mayor on Tuesday for the ensuing civic year. Sir Samuel is co-chairman and managing director of Bovis, Ltd., building contractors.

PRINCIPAL CONTENTS

ARTICLES

	Page
LEADER : Remodelled Cities ...	279
ARCHITECTURAL ASSOCIATION : President's Address ...	288
CORRESPONDENCE	289
GOVERNMENT'S NEW BUILDING CONTRACT	293
WAR DAMAGE (AMENDMENT) ACT—4. By W. T. Creswell, K.C.	293
REGISTRATION OF BUILDERS : Medium and Small Firms ...	294
FUTURE BUILDING ... 295, 298-300	
WAGES, CURRENT PRICES	296-8

ILLUSTRATIONS

FROME SENIOR SCHOOL. By R. O. Harris, County Architect, and P. C. Teague	284
BRITISH RESTAURANT, LIVERPOOL. By L. H. Keay, City Architect, and F. H. Morley ...	286

OBITUARY

Richard Anderton, F.R.I.B.A.

The death, at the age of 51, is reported of MR. RICHARD ANDERTON, F.R.I.B.A., of Blackpool. Born in Preston, Mr. Anderton was educated at Aldenham School, and went to Blackpool 23 years ago, where he carried out a large amount of domestic and commercial work. He was a past-president of the Blackpool and Fylde Architectural Society. In the dog world, he was a breeder and judge of labradors and sporting dogs, and had judged at Cruft's.

James Lochhead, F.R.I.B.A.

The death has occurred at Birkwood, Hamilton, Lanarkshire, of Mr. James Lochhead, F.R.I.B.A., principal partner of the firm of Cullen, Lochhead and Brown, architects.

Mr. Lochhead, who was 72 years of age, was the first president of the Royal Technical College Craftsmen's Society, Glasgow, and later was president of the Glasgow Architectural Association and of the Glasgow Institute of Architects. In addition to being a Queen's Prizeman for architectural design, he won the bronze medal in architectural awards for building construction. In competitions he had many successes, his designs being accepted for the Municipal Buildings and Town Hall in Hamilton, Coatbridge Library, Blackpool Library and Art Gallery, Hamilton Academy, the Donald Institute, Bothwell, and Oakbank General Hospital, Glasgow.

ARCHITECTURAL SCIENCE

R.I.B.A. LECTURES ON RECENT DEVELOPMENTS.

FOLLOWING is the programme and synopses of the lectures organised by the R.I.B.A. Architectural Science Board on recent developments in building science affecting architects. Three groups of four lectures each (free to all) are being arranged for the winter months. The first four lectures will be held at the R.I.B.A. *on two consecutive Saturday afternoons, October 10 and 17*, at 2.15 and 4.30 each Saturday. The first session will be opened by the President. Special care is being taken that the lectures shall deal with the various subjects discussed in a practical manner so that the course may give those who attend it a realistic picture of the latest technical advances. Ample time will be reserved for discussion. The course is being arranged with the co-operation of the Building Research Station and other interested Government Departments and the military authorities. The Board particularly wishes to bring in architects serving with the Forces. All who hope to come are asked to send in their names to the Secretary, R.I.B.A., and tea will be provided for all those who do this at least three days before each session.

Programme and Synopses.

Saturday, October 10, 2.15 p.m.—COUNCILLOR G. L. GREAVES, A.R.I.B.A., on *"The Scientific Background to Architectural Practice."* Chairman, Mr. Alister MacDonald, F.R.I.B.A. (Chairman, Architectural Science Board).

INTRODUCTORY: Importance of not belittling ourselves—æsthetic and functional responsibilities of the architect: what is required of the architect: within his control—ability to design well, knowledge of building processes, timing and costing procedures; mainly outside direct control—fostering good taste outside profession; consideration of by-laws; fostering craftsmanship. Economic Factors—present position; controls, possible legislation, new building techniques, housing problem, traditional methods and prefabrication.

IMMEDIATE PROBLEM: Technique of practice organisation, relation to assistants, to building industry, to specialists and consultants—organisation to meet legal responsibilities and local government—architecture an art of peace.

4.30 p.m.—MR. A. W. SKEMPTON, M.Sc., A.M.Inst.C.E., and MR. P. C. G. HAUSSER, B.Sc., M.Inst.C.E., M.I.Struct.E., on *"Some Consideration of Foundation Design."* Chairman, Sir George Burt (Chairman, Building Research Board).

The nature of soils—their examination and testing on the site—the results of recent research in soil mechanics on bearing capacity and the behaviour of foundations. Practical examples on the design of foundations and the effect of the type of foundations on the superstructure.

Saturday, October 17, 2.15 p.m. and 4.30 p.m.—MR. EWART S. ANDREWS, B.Sc., M.Inst.C.E., M.I.Struct.E., and MR. C. S. WHITE, A.R.I.B.A., on *"The Influence of Recent Scientific Research on the Design of Building Structures."* Chairman (first session), Mr. George Hicks, M.P., Parliamentary Secretary to the Ministry of Works and Planning.

MR. WHITE will speak on THE ARCHITECT—his training and background; factors affecting his work, clients' needs, official regulations, design standards; his method of approach; his programme; immediate pre-war improvements; steel and r.c. codes; increasing interest in B.R.S. RECENT STRUCTURAL RESEARCH: Lightweight walls and roof coverings; continuity in steel and r.c. frames; fire protection of steelwork; standards of daylight illumination; acoustics and sound insulation; thermal insulation; Study Committees of M.O.W.P.; prefabrication. DESIRABLE IMPROVEMENTS (points for discussion), awakening of interest in science of building; by-law standardisation; increase of factory production and decrease of site work; and prefabrication.

MAIN FRONT TO NINE ELMS LANE.

AN EARLY RAILWAY STATION

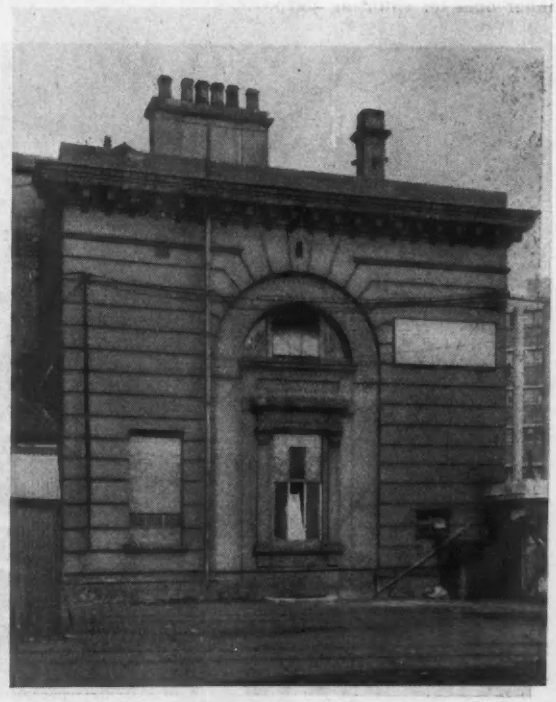
THE NINE ELMS TERMINUS OF THE LONDON AND SOUTHAMPTON RAILWAY

An interesting architectural relic of the early days of railway development is to be found at the Nine Elms depot of the Southern Railway. This is the original terminus of the London and Southampton Railway. It was erected in 1837 from the designs of Sir William Tite, architect of the Royal Exchange, and some time M.P. for Bath.

The Nine Elms terminus, which stands in Nine Elms-lane, is still in use, though now a freight depot, and is little changed in its outward appearance and layout, though the interior of the frontal building—the company's first "general offices"—has been much altered. The building is of brick construction faced with stucco, and is an excellent example of the rather severe classical manner of the early nineteenth century, and a better work architecturally than the far bigger Royal Exchange. With its open arcade of five arches crowned by an attic storey and flanked by pavilions with well-proportioned windows, the front elevation is a very dignified piece of work.

Apart from its purely architectural interest, the building is specially notable because it is an almost complete example of one of the earliest railway termini; further, it is remarkable as a prototype of the modern terminal railway station, embodying the three principal elements—main building with booking hall, a "concourse," and covered platforms.

The "shed" itself is an impressive interior, having a substantial timber roof supported on cast-iron columns and girders, the latter having an unusual decorative character. The columns are placed on, and run the whole length

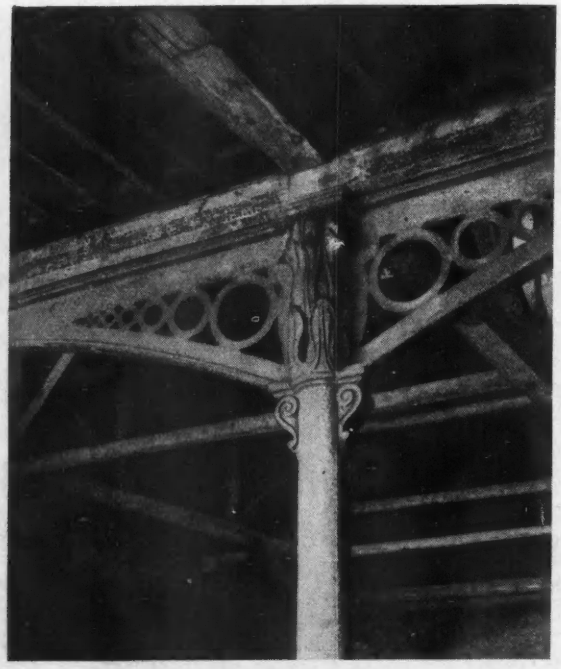


SIDE ELEVATION.

D

INTERIOR OF "SHED."

of, the two platforms, on the outer sides of which there are tracks still in use. Between the platforms, however, the lines have been removed and the space is used for loading and unloading ordinary vehicles. Presumably there were four central tracks, two serving the platforms and two inner ones for shunting purposes.



DETAIL OF CAST-IRON COLUMN AND GIRDER.

Nine Elms is partly in the Borough of Battersea and partly in Lambeth, adjacent to Vauxhall. The district was originally low and swampy, occasionally overflowed by the river. Its osier beds, pollards, windmills, and the river gave it a Dutch aspect, but the ground fast became occupied with buildings and lost its peculiar character. It was thought to be the best position for the terminus of the London and Southampton Railway. The report of the railway company for the first half year of 1837 concluded with the following observation:—

> "It is highly worthy of remark that the circumstances of this railway having one of its termini at the water's edge in Southampton harbour and the other at a wharf on the banks of the Thames, affords every convenience which Nature and Art combined can give for such a traffic."

In addition to the usual accommodation by omnibuses, arrangements were made by which the passengers were conveyed in small steamboats and landed at any point between Vauxhall and London Bridge within a short time of their arrival at the station. These small steamboats waited at the terminus wharf (*i.e.*, the then Nine Elms pier) for the arrival of the different trains, and, in like manner, started from the various points of embarkation along the river in time to reach the station before the departure of the trains. For some years there was a hotel opposite the station, but this has long been demolished.

Nine Elms was first opened on May 23, 1838, as a passenger and goods station, and was so jointly used until the main line was extended to Waterloo on May 11, 1848. Passenger traffic was then diverted to Waterloo, and Nine Elms became exclusively a freight depot. The original Waterloo buildings (now demolished) were also designed by Tite.

The old Nine Elms terminus is an extremely interesting survival and should be preserved. Here an important part of London's railway history began. Here assembled those early travellers to start on the dangerous adventure of a railway journey; a worn semi-circle in the paving stones of the main building shows where they queued up for their tickets. It is recorded that in the month of May, 1838,

"upwards of 5,000 persons were assembled at the gates of the Southampton Railway at Nine Elms, near Vauxhall, for the purpose of going by the railroad trains to the Kingston station and from there by other conveyances to the (Epsom) race course," but "there were ten times more applicants for seats in the train vans than there were seats for their accommodation."

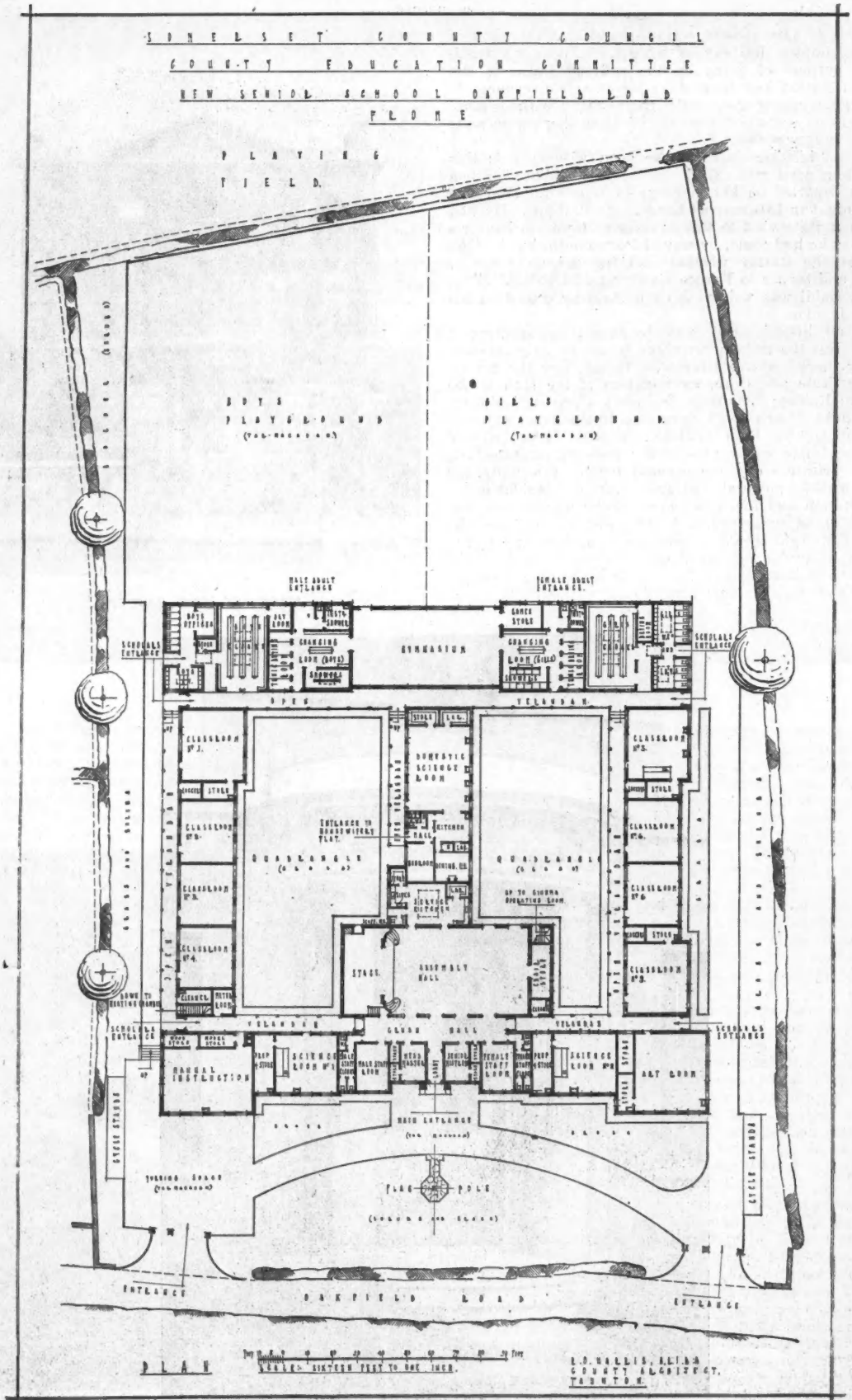
Scenes of historic interest have been witnessed on this site. From what was called the "Royal Station," Queen Victoria departed on her journeys to Windsor. Here one stormy night in 1844 arrived King Louis Philippe. He had been on a State visit to this country and was to have returned, as he had come, by way of Portsmouth, but he took fright at the stormy weather and insisted on going to London and thence to France *via* Dover and Calais. Here, too, Garibaldi was welcomed by a cheering crowd on his visit to London.

It is an historic spot, now by-passed by spectacular events. But the railway terminus is not its only interest. Near by there survives Brunswick House, now the Brunswick Institute and Club, for members of the staff of the Southern Railway Company. Formerly a private residence of the Duke of Brunswick (presumably the Duke who was killed at Quatre Bras in 1815), it is a rather austere example of late eighteenth-century domestic architecture, its chief feature a fine semi-circular porch. Internally, the house has been much altered and is rather dilapidated.

The station and the house are historic monuments that deserve to be preserved. If they survive the war the Southern Railway would do a service to architecture and to physical history if they could see their way to retain these interesting buildings in any scheme of replanning that may become necessary at Nine Elms.

BRUNSWICK HOUSE, NINE ELMS.

DETAIL OF PORCH, BRUNSWICK HOUSE.



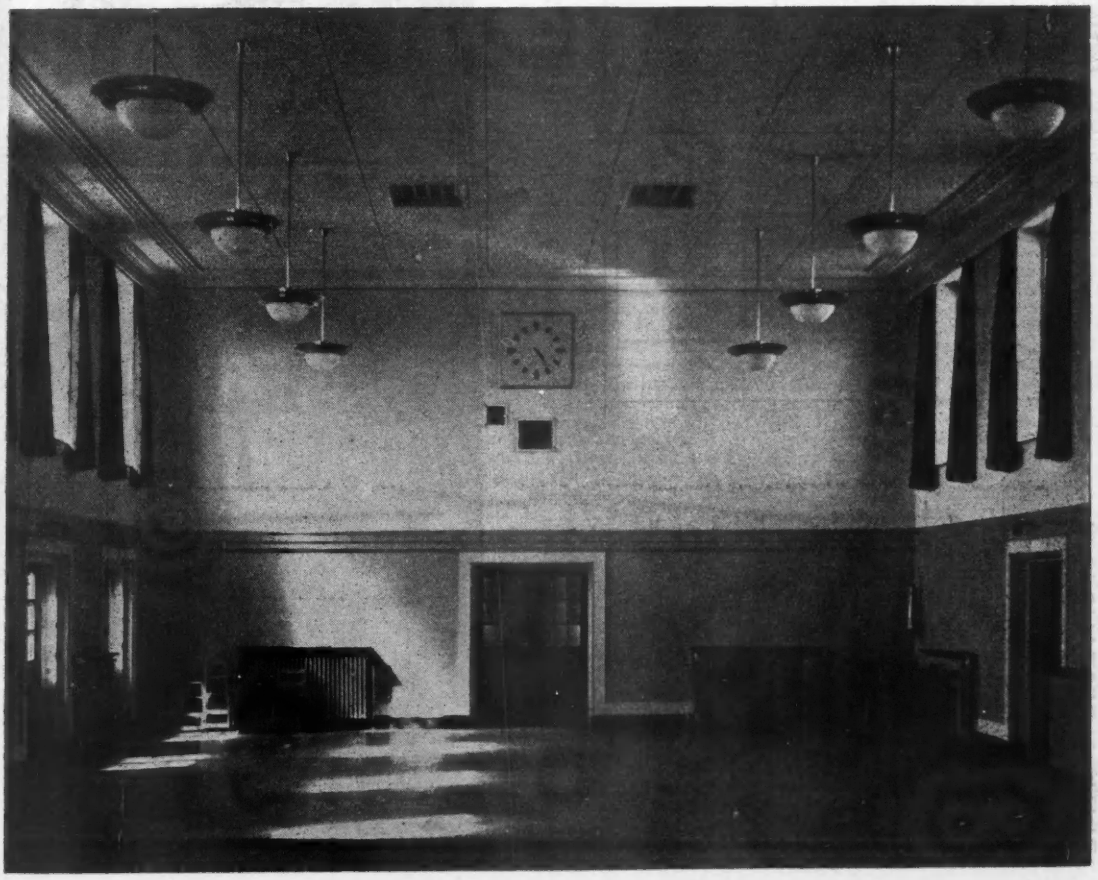
FROME SENIOR SCHOOL, SOMERSET.

THE ENTRANCE FRONT *Below*: THE ASSEMBLY HALL.

FROME SENIOR SCHOOL, SOMERSET

MR. R. O. HARRIS, A.R.I.B.A., COUNTY ARCHITECT. MR. P. C. TEAGUE, L.R.I.B.A., ASSISTANT.

ERECTED ON AN EIGHT-ACRE SITE, THIS SINGLE-STOREYED school has been planned round two quadrangles. There is accommodation, as shown by the plan, for 440 scholars. Cross-ventilation has been obtained by opening vents placed above the verandah and corridor flat roofs. Heating is by low-pressure hot water. Special attention has been given to the internal decoration of classrooms, warm colour being freely used in rooms having a north aspect. Elevations are in stone-coloured brick with reconstructed stone main entrance. Tiles are Bridgwater. The contract price was £37,299, and the builders were the Building and Public Works Construction Co., Ltd. The County Architect is Mr. R. O. Harris, Mr. P. C. Teague being Assistant-in-Charge.



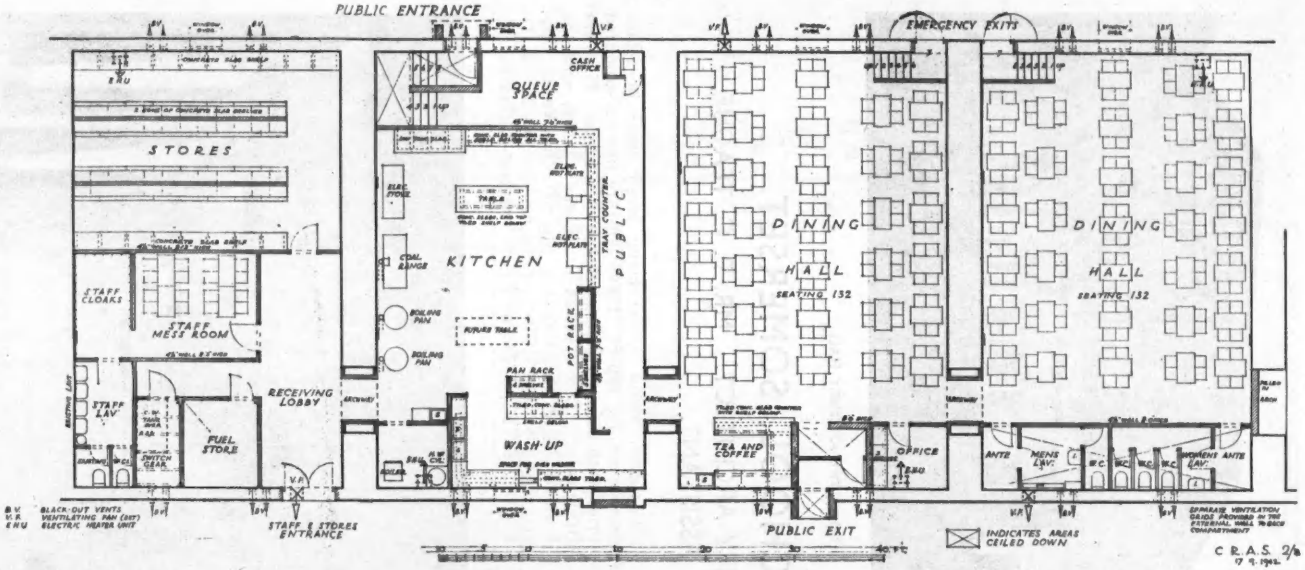
BRITISH RESTAURANT, ATHOL STREET, LIVERPOOL.

MR. L. H. KEAY, O.B.E., F.R.I.B.A., CITY ARCHITECT.

MR. F. H. MORLEY, A.R.I.B.A., ASSISTANT ARCHITECT-IN-CHARGE.

THIS RESTAURANT IS SITUATED ABOUT 1¼ miles northwards from the centre of the city in an area close to the docks, where there are many small works and factories, too small to have canteens of their own, and where there are few facilities for obtaining meals. The structure is rather an unusual one for the purpose, consisting as it does of four of the arches which form part of the viaduct carrying the main L.M.S. railway line into Liverpool. Each of the arches measures about 30 ft. by 50 ft. and 21 ft. high. Before they were cleaned up and adapted they were without light, and had the grime of years adhering to the brickwork, and did not look too promising for their new rôle.

Two of the archways are fitted up as dining-rooms to accommodate 264 persons at one sitting; the third archway is fitted up as a self-service buffet and wash-up for cutlery and china, and the remaining archway contains stores and staff-rooms. It is not intended to cook the food on the premises. It will be brought from one of the already established central kitchens



THE KITCHEN.

ONE OF THE DINING-HALLS

in insulated containers, but sufficient cooking apparatus using solid fuel will be installed to allow of simple meals being cooked on the spot in case of emergency.

Almost no timber has been used in the fittings and furniture, except for the doors and chairs, in view of the present shortage of that material. Counter shelves and kitchen tables, etc., have been constructed of brickwork and concrete slabs finished with tiled or linoleum tops, and the dining-tables of asbestos-cement sheets and tubes. Windows and ventilation panels have been inserted in the spandril walls of the arches. The walls and arches, after being cleaned down, were treated with "Snowcem" waterproofing material, leaving a pleasing surface. The doors and other fittings have been decorated in bright colours; the black-out curtains to the windows following on the same lines. The lighting, warming and ventilation are all by electricity, carried out by the City Electricity Department.

The restaurant is on the self-service system. The public enter from Menai-street. Within the entrance is the pay-box where tickets are obtained for the various items on the menu. The diners, having each first obtained a tray, then pass along the front of the service counter, into which have been fitted two electrically operated hot closets. Having obtained the various courses, the diners then proceed to the tea and coffee service counter in the first dining-room, and then to the tables, each of which seats four persons. The dirty dishes and cutlery are collected by the staff, taken to the wash-up, and then returned to the service counter for further use.

The whole of the work of transformation has been carried out by direct labour to the designs of, and under the supervision of, the City Architect and Director of Housing, Mr. L. H. Keay, O.B.E., M.Arch., F.R.I.B.A., the assistant architect in charge being Mr. F. H. Morley, A.R.I.B.A., with Mr. S. Johnson, works manager in charge of building work carried out by the City Architect's maintenance department.

ENTRANCE FROM MENAI STREET.

BRITISH RESTAURANT, ATHOL STREET, LIVERPOOL.

TOWN PLANNING EXAMINATIONS

EXHIBITION AT THE HOUSING CENTRE.

THE task set the candidates at this year's final examination by the Town Planning Joint Examination Board was to design an up-to-date garden city on an actual and not on an imaginary site, and there is now on exhibition at the Housing Centre, 13, Suffolk-street, S.W.1, a selection of their studies. This exhibition was opened on Friday, September 18, by Mr. Henry G. Strauss, M.P., Parliamentary Secretary to the Ministry of Works and Planning, at a meeting over which Mr. G. L. Pepler, Chairman of the Joint Examination Board, presided. His Worship the Mayor of Westminster was among those who attended the meeting.

In opening the exhibition MR. STRAUSS said he welcomed the fact that the candidates had been asked to design a city. This was part of a revival of belief in the town which was not only good in itself, but an essential preliminary to saving the countryside. Good town and good country were both necessary; each should have its own characteristics and the distinction should not be blurred. We should not save the country unless we had good cities, and we should not be happy in the cities unless we had access to a good countryside. For a generation we had been destroying both, creating in their place a universal suburbia that had wrought greater destruction of our heritage of beauty than had ever been inflicted on any country in time of peace. But this was only a temporary folly. Taking our country as a whole, we had shown ourselves capable of producing glorious cities in the past, as well as having the fairest countryside in the world; and we should not forget the compact and intimate beauty of the English village and small town. Sherborne, Stratford-on-Avon, Amersham, York, King's Lynn, Salisbury, Marlborough, Stamford, Chipping Campden and Farnham were examples of this, but the list might be extended indefinitely. In all these places the architectural unit was the street, terrace or square, not the individual house; and when we reconstructed our cities we should follow this method if we were wise. We must beware of the people whose sole idea was to make fine vistas; not long since there had been a terrifying correspondence in *The Times* where it was suggested that our cathedrals should be opened out by destroying the cathedral closes. There was, of course, a place for boulevards and avenues, and some of our great buildings needed opening up. For example, no one could go through the City of London now by night without being struck by the glory of Wren's cathedral, which we saw now for the first time. We ought not to replace the surroundings that had hemmed in St. Paul's. There should be open space with well-planned buildings and uniform architecture around it, but Wren's smaller churches required adjacent buildings.

In the present exhibition designs were shown in plan, and it must not be forgotten that the final result would depend on what the completed town would look like to its inhabitants. Construction was in three dimensions, and while it was possible for a ground plan to be so bad as to render good building impossible, it could not be so good as to render good building certain. This would depend on the architect and those who were wise enough to use his services in time. The compact and intimate beauty of our towns and villages was not only something that had been valuable in the past: it gave us a guide for what was valuable in the present and future, and we should not sacrifice it for an insufficient reason. A line of Pope's was applicable: "Consult the genius of the place in all."

MR. W. R. DAVIDGE, F.R.I.B.A., said the exhibition was a good one. The candidates, some of whom were women, had done remarkably well. Actually, plans for over a hundred garden cities had been submitted, of which a selection were hanging on the walls. The drawings varied tremendously, and every possible part of Great Britain had been looked over for possible sites. Those sites had been selected with great care by people who knew their own districts. The most had not always been made of natural advantages, *e.g.*, factories were occasionally put where the fumes would do harm to residential quarters, but by and large this was a very fine selection.

Mr. Davidge concluded by inviting some of the candidates to speak on their own drawings.

MR. ANTHONY MINOPRIO said that he had imagined Edenbridge, 27 miles south of London, as being entirely destroyed by air raids, and he had designed his garden city at a point where two railways met, one running east and west and the other north and south. A city at such a point would be particularly suitable as a centre for rural industries. He had placed the industrial centre between the railways. There was a civic centre and surrounding it five neighbourhood units, in each of which there was a shopping centre, a certain amount of parkway, park or both, a senior school, two junior schools and four combined nursery-infant schools. The main roads of the proposed city were parkways, and there was a riverside walk along by the Eden.

MR. C. B. WRIGLEY then described his plan for Chigwell.

A PLAN FOR BRITAIN

MR. KENYON'S ADDRESS TO THE ARCHITECTURAL ASSOCIATION

THE annual general meeting of the Architectural Association was held at 36, Bedford-square, W.C.1, on Tuesday. MR. ARTHUR W. KENYON, F.R.I.B.A. (President), was in the chair, and delivered an address which he entitled "A Plan for Britain." The preliminary business included six nominations for full membership, three nominations for probationary membership, one election to full membership, and one reinstatement.

The PRESIDENT said his address was an endeavour to show how all architects could play their part in producing a plan for Britain, a plan which should be a guide to all studying the problem; and he hoped that in their united effort to achieve this great ideal architects would prove their capacity to give a lead in post-war reconstruction. Although the war effort must come first, they were endeavouring to secure a better land in which to live, once the war had ended. "But what," he asked, "does this better land mean? More beautiful towns, cleaner and tidier industrial centres, better-equipped villages, finer roads, less antiquated railway stations, open spaces properly related to living and a countryside and seacoast unspoiled by squalor and untidiness. For this replanning and rebuilding of Britain architects require faith in themselves and faith in their approach to the planning problem. The disappearance, as one result of the war, of streets which should have been demolished long ago has opened the eyes of people to the realisation that there must be a new Britain. No one will now be satisfied with putting back what has been destroyed: something is wanted far ahead of what has been done before."

Recently (continued the President) he had had contact with the educational and cultural side of the Forces, having been asked to provide a panel of lecturers on architectural subjects, and had been very much gratified to see the enthusiasm shown by the Forces, both men and women, for these and other cultural matters. He took this as an indication that there was an anxiety on the part of the public to know what the future held out. What part had architects to play in planning that future? They had to use all efforts to see that a proper plan was produced for Britain. To do this they must first plan themselves—*i.e.*, make themselves orderly and efficient, to enable them to tackle the work before them. Then they must plan the region, the town, the village and the countryside. "No one but architects can do the great replanning work which lies before the country. It is work requiring study, and I am gratified to see so many architects setting their minds to the task." Sometimes he was told that planning was impossible until it had been decided what should be done with the land, with the social services, with food production, building and many other things; but he replied to this that until we had a plan we could not arrive at a balanced decision on any of these problems. In saying this he did not seek to belittle the necessity of the many contributing influences which must be brought together in planning, but we could not plan at all if all sat down and waited for each other. He wished to encourage what was being done at present. Never had so many committees been sitting: never had so much writing and talking been done before. But it all required co-ordinating into one final main objective, a visual plan for Britain. As to what had been done as yet, the twelve regions into which Britain had been divided for purpose of Civil Defence had come to be understood as regions which could be used as planning areas; and the R.I.B.A. had formed a committee in each of these regions, some of which committees had started to plan out their districts. The London Regional Reconstruction Committee, of which he was Chairman, was now planning in real seriousness nine hundred square miles around London, and they had faith that they would produce a plan which would be a fundamental contribution to the future of London and its surroundings.

"The London Region is one of the smallest in Britain," continued the speaker, "but perhaps comprises the most difficult problem of planning in the world. It requires a great amount of courage to go beyond the laws and regulations that frustrated previous efforts and so to visualise the London area as beautiful, individual, historic and full of rural life. Piecemeal planning as in the past cannot produce complete results. There are only nine hundred square miles in the London Region, but it has ninety-five District Councils, and no matter how efficient those Councils may be in their separate attempts to plan, there is no hope of getting a satisfactory picture by attempting to put the jig-saw together. Nevertheless, there is sufficient space in Greater London to house all the people who now live and work there, and even then to leave vast tracts of open space—and all this without the use of skyscrapers or overcrowding."

Lack of Control.

Only by the use of a map could one conceive the colossal amount of building that had taken place during the last 25 years. This was encouraging as showing what could be done in so short a time, but discouraging when considering what havoc could be caused by careless development. The reason the building to which he was now referring had been done without any thought as to how it would fit into the general scheme of things was because there had been no plan. One saw notices on arterial roads, "Factory Site to Let," and one thought how terrible it would be if factories were allowed on that beautiful piece of country, but they were allowed and housing and transport followed—all done without the slightest consideration for the town, the country or the community—and this was happening all over Britain. "I appeal for a plan for Britain—a plan as architects visualise it and as architects can do it. I am fully aware that the Government is carefully considering these problems. The Justice Scott Report on Land Utilisation in Rural Areas, and the Uthwatt Report on Compensation and Betterment are both of them admirable. Architects must support with all their power the good intentions set out in these documents, and can do this by producing their plan for Great Britain. This plan would be something tangible on which to build. It can be done. There are 12 regions and 12 bodies of architects now working in them. These committees should consider the large and small towns. They should plan to preserve, beautify and enlarge the villages, and to improve the appearance of the industrial centres. The districts are not too great to be visualised as a whole to a scale of one inch to the mile. Upon such a map should be traced out roads, canals and railways. Air communications also should be studied, and the roads, canals and railways may require a great deal of amplification and modification."

Planning by Groups.

Having considered these essential facts the map could be divided into sections of more convenient areas upon which groups of planners could work. These groups would consist of people who lived and worked in the area, and they would be able to study the villages and suggest in a broad way the development or curtailment of any one of them. They would know the untidy spots in the main roads and could mark them on the map. In some districts major improvements would be required, but in others there would be only minor matters to be attended to. When the plans had been prepared and considered they would be brought together to see the general effect and, if approved, to receive the agreement of the main committee of the region. Where large towns came into the areas special study would be required, but only after the relationship of the town to the general plan had been decided. Each such town might have to be studied by a particular group who knew the requirements, and the planning would have to be dealt with boldly and with vision. For each town a general plan would be required showing circulation, the positions of industries, housing, amenities, positions of railway stations, etc., and when the general plan of a town had been made then its physical boundaries could be planned in detail. During the working out of the schemes suggested there would be many interested bodies to consult, but the main objective should be to produce the best possible plan, a plan unhampered by existing laws and preconceived ideas. Any attempt to fit the plan into existing schemes would result in failure.

After pleading for our countryside, our cathedral cities and our seaside towns, Mr. Kenyon went on to say that although the first essential was a plan to direct the proper laying out of new districts and areas, we should not imagine that the design of the buildings themselves was of only minor importance. "The planning of an agricultural cottage," he said, "is very different from that of an urban house, and this again differs from a terrace house or flat. Brochures of standardised houses, and layouts in which you can pick out *A*, *B* or *C*, or office blocks with designs of street frontages, will not settle the right thing in the right place. The desire for speed in erection, for stamping out sections of buildings into moulds and fixing these together will not necessarily contribute to good building and charm in design. We must beware of the ready made. We must think of the effect on those producing it. I ask architects, sociologists, and all responsible for designing anything, to say to themselves: 'I am designing this as I should like to live in it or with it. I am designing it to give pleasure to the craftsman who builds it, and to all those who will see it when completed.'"

CORRESPONDENCE

[Whilst we are glad to publish letters on professional and other matters of interest to our readers, it must be understood that we do not necessarily endorse the remarks of correspondents, who will oblige us if they will express their views as briefly as possible.]

The Replanning of Merseyside.

TO THE EDITOR OF *The Builder*.

SIR,—The decision to appoint an expert to replan Merseyside will be welcomed by all who realise that only a brilliant mind can produce a functional and artistic civic conception in keeping with the traditions of this great port.

My letter to *The Builder* some time back pointed out the need for such an adviser. This wise move, after so much opposition by those favouring a "home rule" policy, is clear evidence that the authorities concerned now consider that a scheme of such magnitude should be guided by the sound judgment of a civic expert.

A short-sighted approach to a subject of so many complexities would only result in distortionate planning, and the future growth of Merseyside would become another example of the old régime of civic development.

When the scheme has reached its broad outline stage some public propaganda will be needed so that the citizens can become conversant with its general embodiment. Could not a film be made from a number of attractive diagrams, together with aerial pictures in bright colourings, and described by one of our popular screen commentators? If this film could be shown at all picture houses on Merseyside, I feel sure such an exhibit would arouse great interest amongst a proportion of the populace, who rarely have the opportunity and the time for studying such future town planning proposals from ponderous detailed maps.

GORDON HEMM.

Southport.

Housing and the Social Services.

TO THE EDITOR OF *The Builder*.

SIR,—Good housing is the keystone of the arch in the ring of social services, and on this main essential all the others depend. Let us consider these in the following order:—

RENTS.—The new houses must be provided at economic rents well within the income of those who will occupy them. Even if the Government have to subsidise some of the lower-paid wage groups it will be an investment in the long run by raising the general level of health and happiness of all. When the war is won, rents, profits and dividends should be put on a statutory basis, and no excess permitted. Some measure of control will be necessary until the various schemes are started and carried forward to completion.

HEALTH.—This is also a main consideration and it requires little imagination to think what will be the vast improvement in the health of the general population by the provision of good housing in contrast to depressing slums. Bad housing is the primary cause of many deficiency diseases. For instance, the tuberculosis germ can only thrive in those deprived of fresh air and sunshine. Dampness is one of the causes of rheumatism, which is a serious complaint, affecting a considerable percentage of both adults and children. In a new environment of dry modern housing, many or all of these physical defects would automatically disappear.

CHILD WELFARE.—A well-known judge recently refused to send some lads to an approved school for some misdemeanour because he said that we ourselves in our corporate capacity were responsible for allowing these young citizens to be born and to grow up in such miserable rookeries. Child delinquency and bad housing are closely related, but both these problems would be solved by better housing.

WORKING CONDITIONS.—With the experience the Government has acquired in the successful operation of the Essential Work Order, Uniformity Agreement, Wages Stabilisation and other enactments, it should be possible, as well as highly desirable, to continue these beneficial clauses in the future. For the success of any proposed building schemes we cannot go back to the old haphazard system of price-cutting estimates. The policy of "snatch-as-snatch can" is the rule of the jungle and must be replaced by one of co-operation. The watchword is "co-operation or chaos."

FINANCE.—In the past, finance has been raised as the bogey-man who will hold up all our dreams of a better world by pleading that there is no money. The sooner this spook is laid the better. It is now realised that the main essentials for any scheme are labour and materials. Finance can be arranged. If we can spend such fabulous sums during the war, even a part of this will suffice for reconstruction.

GENERAL.—Everywhere there will be an end of old ideas that have disturbed the even tenour of men's lives. No nation can endure half-rich and half-poor, some living in fine houses with lovely gardens, while our brothers perish in mean streets. It now seems certain that when all the Hitlers, big and little ones, are defeated, man will enter on a splendid period of scientific achievement. For the first time in history he finds himself not suffering from too little, but actually over-burdened by surplus on every hand. This sounds almost incredible, but is nevertheless true. It is for us to harness the power, labour, with materials, and create the will for the better world for which humanity all hope and pray. It may well be that civilisation has only just begun. JUDEX.

Cost-Plus v. Other Contracting Methods.

TO THE EDITOR OF *The Builder*.

SIR,—Reading Mr. R. V. Boughton's reply to Mr. A. D. Tisdall in your issue of September 18, my eye was caught by Mr. Boughton's remark that the Ministry of Works and Planning Schedule of Prices bristles with loopholes. The metaphor is curious, and in view of his sturdy defence of "Cost-Plus," one wonders whether Mr. Boughton has not a partiality for loopholes. One asks oneself whether those "long-distance wide-angled lenses" through which he invites us to examine his thesis have anything to do with his peculiar perspective and pondering over his immediately subsequent statement one may be excused the doubt as to the accurate focus of the said long-distance wide-angled lenses.

Mr. Boughton makes the statement that contractor's staff on "measured" contracts accounts for about 7½ per cent. of the contract cost, whilst on "cost-plus" contracts the same should not be more than 2½ per cent. Now, taking as example a war-time Government contract, tendered for on a schedule of prices at, say, £200,000 and timed for six months, what supervisory staff should we expect? Let us say a salary bill of £75 per week, giving us a total of, say, £1,950. My calculation is that that figure represents less than 1 per cent. of the total. On a smaller job, I admit, the percentage might be higher, but I would not expect it higher than 1½ per cent, and that is still quite a far cry from 7½ per cent. Mr. Boughton must adjust those long-range wide-angled lenses!

And what saving in the above staff would be effected by cutting out the "measure and value" factor in favour of "cost-plus"? We replace surveyor and assistant by cost accountant and assistant, at perhaps a small saving in salary (second place of decimals as a percentage). Against that, as it is a case of "cost-plus," and after all just a question of circulation of credits so to speak, why not have a sub-agent and staff manager; and surely we could find a job for a transport manager and a plant supervisor? Now, perhaps, we are coming up to the 2½ per cent that Mr. Boughton asks for his "cost-plus" supervisory staff.

I will not be unfair. Mr. Boughton does suggest a sliding scale percentage to limit contractors' site staff expenditure. Further, I am not one who accepts the suggestion that building contractors as such, and as a whole, are only out for nest-feathering when they favour "cost-plus." I know too many names that cover valued reputations in building for me to rise to that fly. But because Mr. Boughton has had the privilege of representing such names we cannot allow him to legislate for war-time conditions as if there were no other standards than his, or as if those other standards could be ignored. The "cost-plus" form of contract, as Mr. Tisdall well remarks, has fostered almost every form of inefficiency.

The Ministry of Works and Planning Schedule, which Mr. Boughton despises, is on its own admission an *ad hoc* document. Our friend is happy with the War Department Schedule, however, and would have us use it to go out after and snaffle the wayward "cost-plus" horse. But what if meanwhile the horse has bolted? Why not snaffle him in advance?

Even allowing for present-day conditions, tendering on a schedule is not a hardship for a contractor, provided the schedule is subject to adjustment of wages rates and basic costs of materials. There are risks of course, but why should a contractor want to shirk the risks he supposedly went into business to face, just because it is war time? Is the contracting community the only one that is not to be permitted to bear the risks of the times?

Mr. Boughton talks of contract procedure designed to protect certain interests. I may be wrong, but is he taking a crack at the professional surveyors, those protagonists of the "battle of wits" which he so severely deprecates? The

COMING EVENTS

Wednesday, October, 7.

ST. PAUL'S CATHEDRAL. Canon S. A. Alexander on "St. Paul's and its Builder." In Crypt Chapel. 1.15 p.m.

Thursday, October 8.

SOUTHERN COUNTIES FEDERATION OF BUILDING TRADE EMPLOYERS. Autumn General Meeting. Connaught Rooms, W.C. 10.30 a.m.

Saturday, October 10.

ECCLESIOLOGICAL SOCIETY. Mr. W. A. Forsyth on "Sir Christopher Wren and his Work." 6, Queen-square, W.C.1. 2.30 p.m.

INSTITUTE OF QUANTITY SURVEYORS. Northern Branch Meeting. Globe Hotel, Whitehaven. 2.30 p.m.

suggestion is rather unhappy, but even if it were proven fact, would it not be merely another kind of bird feathering its nest in place of Mr. Boughton's "cost-plus" bird? And let us note, a bird content with a much thinner lining of feathers.

No. "Cost-plus" as a principle in building and public works must never come to life again in war time. Even conscription of the industry, on a military footing, to get on with the job without profits, fees or bonuses, would be far preferable.

The writer regrets the anonymity under which he must enter this correspondence, but in fairness to Mr. Boughton he must give him the opportunity of declaring that he is still further convinced in his own arguments after reading the remarks of

MINISTRY SURVEYOR.

TO THE EDITOR OF *The Builder*.

SIR,—Mr. Boughton, in his reply to my letter, in your issue of September 18, stands by the two main points of his earlier correspondence, viz.: (1) the alleged gravity of the speculative element in present-day tendering, and (2) the "unwarranted" cost of surveying staffs.

Broadly, it is regrettable that the builder has to incur any financial risk whatever in carrying out his work, but the imperfections of humanity are still sufficiently strong to necessitate the existence of the contract; hence the medium and large builder is also, invariably, a contractor. The contract can vary between two diametric opposites: (*a*) the fixed price contract, based in the best of poor circumstances on quantities which do not form part of the contract and, in the worst case, on a guess; and (*b*) the "cost-plus" contract. In work of any size the former places an immense risk on the builder, whilst the latter deprives him of all risk and transfers it to the client. At present the client is the taxpayer and bears no financial risk on any specific contract because of the elastic nature of his purse; ethically, however, the nation has as much right to the benefits of an equitable contract as the private individual, and, in a more practical aspect, to allow the application of "cost-plus" to war industry generally would be the first step on the road to inflation and the removal of a strong incentive to efficiency.

The contract of which quantities form a part is the mean between the two types of contract mentioned above, and is the best attempt, so far, at reducing, and spreading fairly what remains of, financial risk in large building operations between client and builder, provided always, of course, that the general conditions of contract are also just. It is difficult to believe that the financial risks now incurred under this system are as grave as Mr. Boughton asserts. Whilst the war must, of necessity, be the cause of many difficulties, the much-increased intervention of Government control in the industry acts as a stabilising influence. The prices of many materials are regulated, and in the realm of labour, the Essential Works Order and Uniformity Agreement should be steadying factors. If an estimator remembers that current difficulties are largely reflected in increased overhead charges and decreased efficiency of labour, the present growth in the use of "schedules" should tend to prevent the appearance of contracts where the remuneration bears no proper relation to the prime cost. Mr. Boughton's charge that the cost of surveying staff required to administer the "measured" contract is unwarranted can be refuted by any competent quantity surveyor on the strength of his almost daily experiences.

In conclusion, it is interesting to recall that just prior to and after the outbreak of war a number of militia camps were constructed on a "cost-plus" basis. This resulted in an outcry in Parliament at the waste of materials and the enormous cost and an adverse report from the Select Committee on National Expenditure.

A. D. TISDALL, P.A.S.I.,
Chartered Quantity Surveyor.

Paisley.

"An Analysis of the Industry?"

TO THE EDITOR OF *The Builder*.

SIR,—Your leading article in the issue of *The Builder* dated August 28, *inter alia* in an extract which I must quote verbatim, seems to infer that, like Carlyle's Englishman, the average builders "are mostly fools."

"Competitive contracting, as apart from jobbing or speculative work, has been simply a gamble in which the players have not known the value of their cards, and as a result have put in their bids so low that they were bound to lose unless luck, or some other factor, intervened; anyone who has inspected new building with an experienced eye knows how often that other factor has supervened."

As a builder's manager and a professional man with a very wide experience in all branches of the building industry, I would suggest that if such were the case the wild bidder deserves all he gets, as the industry can well afford to do without this wild speculation in offers of tender. It has, I know, been practised by mushroom firms and Jewish speculators (and in making this latter assertion I am not speaking wildly or away from facts).

I wonder, have you, sir, ever analysed a large building contract?

I have on many occasions done so, and my experience has proved that sub-contractors, P.C. and provisions amount to about 66 per cent. of the contract value; now as these amounts are known, surely in the remaining 34 per cent. which comprises work and materials for operations for which prices are almost common knowledge there can be little risk.

The present-day, or shall I say pre-war contractor of repute employed experienced and very practical men of wide knowledge of the industry to estimate and tender, and there was, indeed, no gamble, as 66 per cent. of the card values were known, and most of the work was sub-let or P.C'd. A contractor knows before he commences a contract what external staff he wants to run the job and the plant he requires to carry it out, so that with the foregone factors in mind the completion of the tender in the hands of an experienced man is just sheer arithmetic and common-sense.

The fault lies in the fact that in the case of the low freak tenders these are prepared by perhaps young, inexperienced tenderers who have yet to cut their wisdom teeth, or by the man who, for a lump sum, or for a percentage, prepares the estimate, leaving the so-called builder to make the best of a bad job, if he has the ill-luck to have his tender accepted. I assume, of course, the experienced builder is capable of supervising his external operational costs, and that the material supplied is economically used.

WM. DOYLE.

57, Kingshill-avenue, Kenton,
Middlesex.

*** Mr. Doyle entirely confirms what we said in the article referred to. The trouble has been, and still is, that a large number of builders do not seem to realise these seemingly obvious facts. Though they themselves must eventually crash, they so undercut the market that they may carry others with them. Firms, indeed, who allow young, inexperienced tenderers to act for them without supervision are as near insane as makes no difference.—ED.

Prefabrication.

TO THE EDITOR OF *The Builder*.

SIR,—Is there not some inconsistency on the part of those architects who are opposing the idea of making more building elements in factories and assembling them on the site? How often have we heard architects extolling the beauty of ships and motor-cars which are entirely "prefabricated" in factories, often at considerable distances from the slipways or assembly shops.

Are the riveters and fitters who assemble the parts of ships and motor-cars not skilled craftsmen? Are the boiler makers, instrument makers, steel makers and others who make the parts in factories not skilled craftsmen? Has "prefabrication" in shipbuilding and motor-car production ousted the naval architect and car designer?

These are a few of the questions that occur to one on reading the views of the President of the Royal Institute of British Architects and others, whose assumption that "prefabrication" of the parts of houses must necessarily result in the end of craftsmanship and the start of the "reach-me-down period" can only mean that the architects of buildings are less able than the architects of ships and the designers of motor-cars, or less willing, to investigate new possibilities resulting from new knowledge.

H. C.

Tendering for the W.D.

TO THE EDITOR OF *The Builder*.

SIR,—In your issue of July 17 you published a letter from a firm of builders complaining of the lack of uniformity or even agreement among Government Departments about conditions for pricing work.

Since then we have heard of Mr. Bevin's promise and threat about concentrating on war work in the building trade. This has caused a rush of builders to try to secure Government work, with the result that "competition is now fiercer than before the war" in order to "keep going until the war is over."

At the same time Mr. Bevin has ordered that men are to be transferred anywhere, always so that (quite rightly) the operative receives his standard rate of pay, even if doing lower-rated work.

It is three years since the war started, and as at the present rate of progress we can expect the middle ten will be the worst, a further step might be made on the same lines conscripting employers on the same basis, *e.g.*, on their 1939 profit or average pre-war period of three years; the E.P.T. and income-tax are taking care of any fabulous incomes.

The effect would be to give a feeling of stability, and work could then be spread more evenly over the whole of the trade, while staffs could be cut to purely management requirements.

At the same time redundant concerns—not necessarily one-man firms—could be grouped or closed down, giving the owners their usual income, but directing them into any Government work that might be required.

Mr. Bevin has set the precedent with regard to the operative, which, in my opinion, should have been done at the outbreak of war and the same principle should also have been applied to the employer then.

There are plenty of precedents even for this; for instance, is there any more reason why the railways should have a guaranteed income than the people who use them?

There is bound to be "fiddling," but, while steps can be taken to combat this, I still think that both the average workman and the average employer are mainly honest, and what was lost on the roundabouts of "fair prices" would be "gained on the swings" of reduced overheads, including cutting down of bureaucratic control.

SMALL CONTRACTOR.

King's National Roll.

TO THE EDITOR OF *The Builder*.

SIR,—The last war (or rather the last armistice) was nearly 24 years ago, and the number of "disabled ex-Service men" must be very low, while, fortunately, the supply now of new ones is also negligible.

As the Government have the "whip hand" over employment of labour now, would it not be better to put the scheme into "cold storage," as it is impossible now for any firm definitely to employ the requisite percentage of disabled ex-Service men, even though they are willing?

THE METROPOLITAN ASPHALTE CO., LTD.,
S. E. LAMMING, Director.

P.S.—I find some employers think that so long as the man was wounded (badly) in the last war, that is sufficient; while I believe the conditions cover "receipt of a disablement pension," which makes it even more difficult.

R.I.B.A.

Membership.

ON Tuesday, September 22, 1942, the following members were elected :—

AS FELLOWS (8).

A. Blomfield, M.A. Oxon. (London).
F. C. Button, F.S.I. (London).
Miss M. F. R. Ellis (London).
W. McCrea (Glasgow).
E. J. E. Moore (Porthcawl).
H. M. Pett (Hove).
R. H. Turner, B.Arch. (Liverpool), (Rheola, Glam.).
M. L. Winslade (London).

AS ASSOCIATES (6).

Miss M. M. Fox, Dip. Arch. (Leeds), (Leeds School), (Batley, Yorks.)
C. E. D. Gibson (A.A.), (Wrington).
I. R. M. McCallum (A.A.), (London).
G. E. Magnay (A.A.), (Newcastle-upon-Tyne).
J. Marks, Dip. Arch. (Nottingham School), (Nottingham).
J. O. Wilton (Regent Street, Poly.), (Ilford).

AS LICENTIATES (46).

H. J. MacA. Aers (London).
N. J. Allen (Chester).
L. R. Badcock (London).
R. S. Batstone (London).
N. Billington (Congleton).
W. C. Brown (Macclesfield).
F. E. Buckley (Southport).
C. R. Cathrow (Surbiton).
G. H. Chettle (London).
W. H. Cunliffe (London).
T. J. Denny (Launceston).
F. Dickinson (Blackpool).
E. L. Dominicus (Southport).
W. Ellis, J.P. (St. Helens, Lancs.).
E. J. Evans (London).
R. Fielding (Manchester).
H. E. Foreman (Windsor).
C. J. Foster (London).
C. Greenwood (Chester).
L. J. Grimshaw (London).
E. F. Harvey (Lewes, Sussex).
F. H. Hutber (London).
W. E. Inions (Liverpool).
G. Kirkham (Bamber Bridge, near Preston).
W. Lewis (Liverpool).
C. J. P. Lloyd (Haverfordwest).
G. F. Long (London).
W. T. Maddick (Kingsbridge),
E. W. May (Old Bracknell, Berks).
H. G. May, B.Sc., F.S.I., A.M.T.P.I. (London).
S. E. K. Newnham (Liverpool).
V. O'Connor (Newcastle-upon-Tyne).
R. S. Pilling (Simonstone, near Burnley, Lancs.).
J. G. L. Poulson (Pontefract, Yorks.).
W. G. Prosser (Lewes, Sussex).
E. J. Rees (London).
C. G. G. Rose (Tadworth, Surrey).
S. G. Rushbrook (London).
K. C. Scarff (Colchester).
T. Slater (Liverpool).
P. H. Smith (London).
J. W. Summerfield (Liverpool).
R. H. Thomson (Rotherham).
W. Williams (Bangor, N. Wales).
H. Winbourne (Walsall).
E. J. Wright (Ormskirk).

PRODUCTION COMMITTEES FOR BUILDING?

A.A.S.T.A. DEBATE.

THE need for Joint Production Committees on large building jobs, and the valuable contribution that technicians could make to their success, was stressed at a meeting called on September 18 by the Ministry of Works and Planning House Branch of the A.A.S.T.A. A lively debate took place between the three principal speakers, who represented in turn the contractor, the operative and the technician. Mr. Gordon Stephenson, A.R.I.B.A., presided.

MR. CRUIKSHANK opened his remarks by saying that his views were personal ones, built up from experience gained as a contractor's labour officer. He said that the principle of Works Committees was good, and that nowadays they were essential on large sites. He doubted, however, if the stewards who composed Works Committees were the best people on the site to discuss production problems; their method of election in the early stages of a job meant that they did not fairly represent the bulk of the men who arrived later, and, moreover, they had not, in his opinion, the right mental attitude to production. He gave instances to support his view that the main concern of the operatives was not production but their own conditions of employment. In one case the rubber boots issued to the brickies while on ground level were later needed for other men on foundation work, and by this time the brickies were working on scaffolds. Even though supplies were short the brickies refused to part with the boots, and the other men continued to work in the water.

The employment of women in the building trade provided another source of trouble by anticipating the formal ratification of the agreement as to conditions for women between the Federations; his firm had been able to save precious months at a time of acute shortage of men. But although it was explained to them that the agreed conditions were well known to the firm, the men threatened to strike when the female labour was introduced, and it was only by obtaining written confirmation from the N.F.B.T.O. that work was not interrupted. Mr. Cruikshank said that he found women labourers as good as the men of pre-war days, and there were few genuine bricklayer labourers among the men employed today. He found difficulty in persuading the men to "throw" two bricks at once, for example, although it could be learnt in half an hour. The difficulty of finding out if the stewards really expressed the wishes of a majority of the men was shown by an instance of the Works Committee pressing the contractor for speedier completion of hot-meal canteens, and labour was consequently transferred from essential work to meet their demands. It was found that owing to the large area covered by the site, it was impossible for the men to get to and from the canteens within the half-hour meal period then in operation. This period was extended to one hour, whereupon the Works Committee immediately protested that this was not agreeable to the men, as only a very small percentage used the canteen, and the remainder were not willing to forfeit half-an-hour's pay; reinstatement of the half-hour break was demanded.

While agreeing that technicians had an essential part to play in any discussion of production problems, he did not think that their representation on Works Committees would convert the latter into Production Committees. Some other means must be sought.

MR. JACK RYAN, London District Organiser of the Amalgamated Union of Building Trade Workers, who followed, said that every batch of criticisms levelled at operatives could be capped by an equal number in the reverse direction. Contractors, too, were not free from selfish interests. Production Committees, which should consist of delegates from the Works Committees together with the technicians' representatives and the management, would go far to remove these suspicions and create a more co-operative spirit.

He did not wish to imply that operatives expected to express opinions on matters beyond their experience, such as the sizes of steelwork and architectural technique. They were, however, the first to realise inefficiencies relating to trade following trade, location of plant, supply of materials, and details of design making for slow execution. The "skilled man" was a term which defined itself; and the "skilled man" in building should surely be as closely consulted in the carrying out of his work as the R.A.F. crews were in regard to the planes they had flown on an operation.

Mr. Cruikshank's frank remarks (said Mr. Ryan) were invaluable in that they helped him to meet the points raised. He was convinced that the stewards were the best people to discuss production problems, owing to their knowledge and ability in dealing with the intricate details of organisation. The method of electing the stewards was thoroughly democratic. Stewards could be removed at any time by an expression of the feeling of a majority of the workers on the job. Mr. Cruikshank had made a great deal of the "wrong mental attitude" of the operatives. Leaving aside the boomerang nature of the remark, he had no doubt at all that, though the bitterness of past struggles died hard in the men's minds, when the facts of a situation were frankly explained to them the operatives responded 100 per cent. Resolute action had, he said, been taken by the unions in regard to men who deliberately used the difficulties of transport, for example, as a cover for slackness.

In reply to a question, the speaker said that separate meetings of the Works Committee and the Production Committee would be quite feasible in practice, and would give the best results.

Speaking on the responsibility of the technicians to face up to the realities of these new developments in building organisation, MR. JOHN BREWSTER, A.R.I.B.A., said that he believed that the national control of building now in operation had come to stay, and the significant changes due to the setting up of Works Committees should be realised by technicians. Production Committees were the next step. The Technical Committee of the A.A.S.T.A., he said, was preparing a report on this question, which would be published shortly.

Summing up the discussion, the CHAIRMAN said that the meeting had succeeded in clarifying an important matter about which there had been some confusion of ideas in the minds of technical people. There had been agreement on the main issue that Production Committees were essential, and that technicians should be represented on them. Mr. Ryan had made clear that Works Committees consisted of stewards, and that, apart from such representation as the A.A.S.T.A. might have as the technician's union in the Federation, the problems of production should be dealt with at separate meetings, to which all parties (including the Works Committee) would send representatives.

DAYWORK SCHEDULE

By F.I.O.B.

THE Manchester Building Trades Employers' Association have this year issued a new Daywork Schedule. Whether this is a case of "what Manchester thinks to-day the rest of the country will think to-morrow" is not certain, but the schedule is at least sufficiently interesting to warrant examination. The compilers of such schedules have always been in a difficult position between Scylla and Charybdis—between, in fact, satisfying the demands of their fellow-builders without producing such rates as the surveyor and the architect will not accept on behalf of their clients. This has been a very real difficulty and one which most compilers fail to solve, in that their rates are so high that they never received anything like general acceptance and were, in fact, stillborn. There is a third difficulty, which lies in the fact that so much daywork frequently occurs at the end of a contract and is carried out by a very small number of men under the superintendence of the general foreman, whose salary, especially in the case of large contracts, is hopelessly disproportionate to the wages of the men under him. The Manchester schedule makes a valiant and honest attempt to solve all three difficulties, and considering that the problem of satisfying all parties is almost insoluble, may be regarded as very reasonably successful, but not entirely so.

It would take too much space to deal with the document in detail, and I propose, therefore, to examine it with more particular reference to the question of percentages, which is, after all, the principal crux in all daywork schedules.

The proposals on these points are these. To the net cost of labour, including the salary of site foreman, is to be added for the "contractor's general office expenses; general supervision; insurances—i.e., Workmen's Compensation, Third Party and Public Liability, Third Party Fire, National Health, Pensions and Unemployment (excluding special risks such as silicosis, demolition work, etc., which shall be charged to cost); use and waste of small plant, tackle and hand tools," 33⅓ per cent.

There are two points here which are departures from usual custom. First, the addition of the foreman's salary to cost before adding the percentage (subsidiary foremen have always been so included); and, secondly, the inclusion of National Health, Unemployment, Workmen's Compensation, and Third Party risk insurance in the percentage.

The inclusion of the first solves the difficulty mentioned above of daywork occurring at the end of a contract with only a small number of men employed, and this is a very excellent point. Such daywork carried out under the usual system in which the general foreman's salary is included in the percentage, has frequently involved contractors in actual loss. With regard to the second, the inclusion of these insurances in the percentage is, I think, a retrograde step. National Health and Unemployment are a statutory obligation and are a charge on labour at a definite rate. This rate, moreover, may vary in accordance with the decision of the legislature, and is, therefore, entirely out of the control of the contractor. I think that they should definitely be part of the cost. Unemployment and Third Party risk insurance are in a different category in that they are in theory optional and are not a statutory obligation, but in practice no one but a lunatic would fail to effect these insurances, neither would it be to the advantage of the building owner if the contractor were so remiss as not so to insure. Practically all contracts, in fact, contain a clause that such insurances should be effected. The premium for these insurances is calculated on the gross wages paid, and therefore they, like National Health and Unemployment, can be actuarially calculated. I consider, therefore, that all these should be part of the cost and the percentage reduced accordingly.

After this, profit is added as follows: "To total cost of labour, travelling expenses, lodgings, all labour allowances, establishment charges, materials, heavy plant, consumable plant, haulage, manufactured work, and site items

Up to £1,000, 10 per cent.
Up to £2,500, 8 per cent.
Up to £5,000, 6 per cent.
Over £5,000 by arrangement."

This percentage includes profit. The important proviso is added that when work is carried out concurrently with a lump-sum contract, the above percentages are to be reduced by 2½ per cent. On sub-contracts 2½ per cent. to be added, irrespective of whether they are paid direct or otherwise.

Another important item is that an additional 10 per cent. is to be added to labour costs of goods manufactured on the contractor's premises to cover workshop overheads. How far is this schedule fair both to the contractor and the building owner?

In the first place, it may be reasonably reckoned that normally the total figure reached would rarely exceed £2,500; any day-work contract beyond this figure would almost always be subject to special arrangements. On this basis, the total percentage on both labour and material if these were in the proportion of 50-50 would be approximately 20 per cent. This cannot be considered an unreasonable figure, either from the point of view of the contractor or the building owner. It must be remembered, however, that when daywork occurs on lump sum contracts, labour usually is the largest proportion. Under those circumstances, the percentage might easily be in the neighbourhood of 25 per cent., or even 30 per cent. In fact, in considering whether the proposed charges are fair, one need consider only the 33⅓ per cent. on labour, as no one would regard the percentages for profit as anything but moderate.

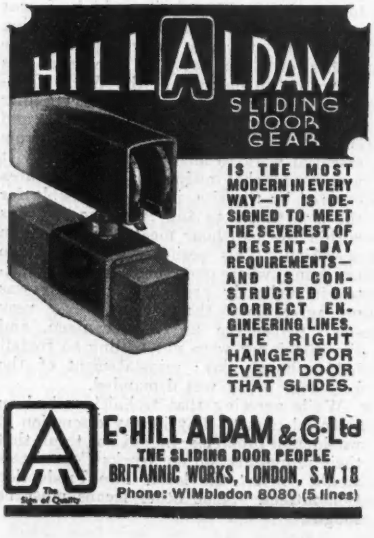
In the first place, I must say that I do not consider the proposed 10 per cent. extra on goods manufactured by the contractor justified. The joiners' shop or masonry yard is part of the contractor's establishment, and in view of the fact that the service or part service of the shop foreman is chargeable in any case, I doubt if a case can be made out for an extra percentage; nor do I think that it would be likely to meet with general consent. Apart from this, it will be observed that whereas the second percentage for profit varies in accordance with the amount of work done, the percentage on labour remains fixed and immutable. Can this be justified?

Considering that this 33⅓ per cent. contains the contractor's trade expenses and establishment charges, which remain more or less constant, so that the percentage of overheads varies with the amount of the turnover from anything from 25 per cent. to 5 per cent., or in the case of very large turnovers even as low as 2½ per cent., I think not. I should have thought that it would be better, and more likely to lead to general acceptance if the percentage on labour varied in accordance with turnover. To take a concrete example: if a firm has a turnover of only £8,000 or £9,000 a year, the figure suggested would show a bare—very bare—profit. With a turnover of £100,000 and upwards they would show a very large profit. We thus come against the basic difficulty which faces all compilers of daywork schedules, that many such schedules may at one and the same time be fair or more than fair to some firms and barely fair to others, and even be fair to one firm at one time and not at another. Is the difficulty insuperable? I do not think so. In the first place, however, the problem can hardly be solved on a regional basis. There is, and has been for some time, far too much movement in the contracting world. A Manchester firm may easily work outside its own area and firms from outside work within the Manchester area, and this tendency after the war is likely to increase rather than to diminish.

We may, I think, take it for granted that the days of large daywork contracts are numbered. They were, except for very exceptional cases in times of peace, an offspring of the rush and confusion of the early days of war. Daywork, therefore, is likely in the future to be a part, and a comparatively small part, of lump-sum contracts or contracts entered into on the basis of a measured schedule, and I would suggest, therefore, that the Federation should attempt to arrive by agreement at a daywork schedule under which the percentage should be based on the turnover of the firm concerned. Under such a system the cost only would be paid as the work proceeded and the percentage allowed be ascertained at the end of the year on the basis of figures arrived at in the case of each firm by their accountant. As the amount of daywork is not likely to be large no hardship would be caused and a fair balance could be struck between the interests of the contractor and the building owner.

I do not consider jobbing work in the agreement. This type of work, for the moment, is practically dead, and after the war the jobbing builder is likely, as in the past, to charge what he can without reference to any schedule whatsoever, nor is he likely on his own account to show anything except lump sum items, as he has usually done, unless a detailed statement is demanded.

There is also a schedule for plant but included, but as at the moment all work is for all practical purposes for the Government, in this direction the Ministry of Works schedule holds the field.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WAR DAMAGE (AMENDMENT) ACT, 1942

By W. T. CRESWELL, K.C., Hon. A.R.I.B.A., A.S.I., etc.

4.—SECOND SCHEDULE.

Amendments as to Ultimate Incidence of Contributions under Part I of the Principal Act.

Mortgagors and Mortgagees.

Clause 1.—By Section 95 (1) of the principal Act a mortgage includes any charge or lien on any property created as a means to secure money which has been lent. This term does not apply to "floating charges." A "floating charge" is a security or charge which is not to be put into immediate operation, but is to float, that is, to hang over, whilst a company is still allowed to carry on business. It contemplates that existing book debts may be extinguished by payment, and later book debts may take their place. Hence its separate classification.

Section 25 of the principal Act provides, amongst other things, for payment by mortgagees to mortgagors of interests in contributory properties of indemnities; or, in certain cases, the value of the interest; and it is now to have effect subject to the provisions of Clauses 2-6 of the second schedule.

Clause 2.—References in Section 25 of the principal Act and in this clause to the price of acquisition or of the value of an interest applying to the second or subsequent mortgage of that interest, are to be severally construed as based on that price, or on the value of the interest free from any mortgage.

Clause 3.—Certain words are substituted for those appearing in Section 25 (3) of the principal Act.

Clause 4.—Where (*a*) the whole or parts of the different storeys of a house or building are occupied by two or more persons in different apartments or tenements, and the house or building comprises more than one contributory property, but each of these contributory properties is used (or suitable for use) as a residential habitation and its contributory value does not exceed £35; or (*b*) land which is farmed as a single unit, or consists only of land so farmed, together with other land either normally farmed therewith, and when there is included any building intended to form part of the unit, and the whole comprises more than one contributory property, but the aggregate of the contributory values does not exceed £500; then, in the circumstances, the whole is to be deemed (for the purpose of Section 25 of the principal Act) a single contributory property. (*a*) Does not apply to Scotland or Northern Ireland.

Clause 5.—In considering whether a mortgage is a mortgage to which Section 25 of the principal Act applies, Section 44 (1) (*c*) of the principal Act is to be disregarded.

Clause 6.—This clause provides that a mortgage created in connection with the payment to the mortgagee under another mortgage of sums secured by that other mortgage is to be deemed to have been substituted for that other mortgage.

Landlords and Tenants.

Clause 7.—Paragraph 2 of the Fourth Schedule to the principal Act entitles an indirect contributor (that is, a tenant under a tenancy which has less than 100 years to run) to indemnity from his landlord against the whole or any part of *his* liability in respect of an instalment of a contribution. It is now provided that where the tenant is entitled to indemnity (as tenant of a part only of the contributory property) the indemnity is to be equal to the fraction of the instalment attributable to his part of the property only.

Clause 8.—Paragraph 4 of the Fourth Schedule to the principal Act entitles an indirect contributor to indemnity from a tenant of his part of the property against the proportional part of his liability in respect of an instalment. Now, the liability of the indirect contributor is to be taken to be the same proportion as the annual value of the said part of the property bears to the annual value of the land.

Clause 9.—The first four clauses of the Fourth Schedule of the principal Act are not to apply to a tenancy of which the term has, at the relevant date, not yet commenced. There are special provisions for reversionary tenancies.

Clause 10—In ascertaining the amount of an indemnity payable in respect of a tenancy by reference (amongst other matters) to the "proportion which the rent thereunder bears to the value of the land comprised therein, the reference is now instead to the proportion which the rent reserved for the period in which the relevant date falls, or, if that period is other than a year, the annual equivalent thereof bears to the value of the land comprised in the tenancy."

Clause 11. —If it can be shown that the rent is greater than it would otherwise have been by reason of the landlord paying any tenant's rates, or rendering or providing or procuring to be rendered or provided, any services or goods, the proportion appropriate to the tenancy is to be calculated as if the rent were reduced by the said amount. This provision has effect in relation to a tenancy under which no rent is reserved, as if a rent were reserved bearing to the value of the land comprised therein the proportion of less than one quarter; also, in relation to a tenancy under which the rent reserved is not a money rent, as if the reference to the rent or the annual equivalent thereof were a reference to the money value of the rent or the annual equivalent thereof.

Clause 12.—A right to indemnity is not enforceable until after the discharge of the liability in respect of which the right arises.

Clause 13.—Section 32 of the principal Act enables a person to pay contributions in advance. After June 1, 1942, a payment made in advance discharges in whole or in part the provisions of Part I of the principal Act and the Fourth Schedule thereto. The part-payment only of an instalment of contributions does not affect the liability of any person in respect of the remainder of the instalment.

(*Concluded.*)

GOVERNMENT'S NEW BUILDING CONTRACT

OPPOSITION FROM BUILDING AND CIVIL ENGINEERING FEDERATIONS.

At a special general meeting of the National Federation of Building Trades Employers, held in London on September 24, and attended by members from all parts of the country, it was unanimously decided to instruct members of the Federation not to accept the new standard form of Government contract, pending negotiations with the Government Departments concerned. The Federation of Civil Engineering Contractors has issued similar instructions. Letters announcing this decision have been sent by both Federations to the Ministers of the Government Contracting Departments.

The following memorandum on the subject is issued jointly by the National Federation of Building Trades Employers and the Federation of Civil Engineering Contractors:—

The Contracts Co-ordinating Committee of the Government Contracting Departments has introduced a new form of contract conditions for Government building and civil engineering works. The National Federation of Building Trades Employers and the Federation of Civil Engineering Contractors, though they fully accept the Government's view that a new single form is desirable, have represented to the Ministers concerned that the new form, upon which the industrial organisations have not been consulted, is based upon principles which they regard as very unfair. By way of example, it would deny all right of appeal to independent arbitration upon fundamental matters, with the result that on these matters the officials of the Government Departments would be left as judges in their own cause, with autocratic powers not only to administer but also to interpret the contract, contrary to general industrial practice. Another example is that, if the works or buildings develop faults or failures by reason of errors in the design, the responsibility for the mistakes of the Government Departments' designers is placed upon the contractor.

So seriously do the Federations regard this new action by the Government Departments that they have instructed their members to make it clear, when tendering for Government work, that their tenders are subject to adjustment of the terms of contract in a manner to be agreed with the Government Departments. In issuing this instruction the Federations have made it quite clear that on no account must there be any holding up of Government work at this time, and that in every case the actual work must be started immediately and carried out with the utmost possible expedition; but they do maintain that the Government should give effect to the democratic principle of collective bargaining, and the right of the Federations to discuss and agree with the Government Departments the conditions of contract which their members are to be asked to sign.

REGISTRATION OF BUILDERS:
MEDIUM AND SMALL FIRMS.

To the Editor of *The Builder*.

Sir,—My two previous letters on the subject of Registration which you have been good enough to publish in your two last issues appear to need some amplification.

I quote again from your report (January 30 last, page 111) of the speech made by Mr. Beaver to the Greater London Federation. With a basis of Registration at that time of about 90,000, Mr. Beaver is reported as saying, on the reduction of firms in the building trade, "that there had been a heavy fall in the number of operatives in the building trade . . ., but, so far as one may judge from the 1935 Census of Production, there had been yet no equivalent reduction in the *number of firms parallel* with the fall in labour. *In some form or other such reduction must come.*" (Italics are mine.)

The 90,000 figure at January last is abandoned in the new "analysis," and that of 55,000 substituted; and even that includes every "firm" who employs *one* operative! Mr. Beaver's deductions would seem to need revision.

The following questions arise:—

1. Why must the Ministry expect reduction in the number of *firms* (of *any* size) unless they have been knocked out financially as a consequence of the War, as *is* happening in many places?
2. Does the Ministry *want to close* building firms of medium and small size, and if so, in what areas (12 are quoted)? And does he mean sub-trades, or builders, or proportionately?
3. At whose expense are they to be "closed down"? Does the Ministry intend to achieve this without *any* financial liability to themselves? What about firms who hold premises on long leases, say, in Central London?
4. Does the Ministry require these firms after the War or not? Is the Ministry prepared to risk their extinction: and, later, will it encourage a scramble back of new firms?
5. Is a deliberate intention to be credited to the Ministry to force employers to close through loss in every direction—including the raiding of small firms for their meagre labour—to the benefit of their larger competitors (as is going on freely), instead of otherwise by Trade Association arrangements?

Every question needs an answer: and I fear we may get none!

Now to the question of the larger firms!

The Report sets out these figures:—

	July, 1941.	Jan., 1942.	May, 1942.
Employing from 100-499	1,011	781	720
Employing from 500-999	100	71	68
Employing from 1,000-5,000...	79	62	59
Employing from 5,000 and over	16	10	8
Totals ...	1,206	924	855

These figures are as interesting as the others in that they cover civil engineering contracting as well as building work: there will not be many building firms (unless they run a civil engineering side also) who come into the 95 firms which, at July, 1941, employed 1,000 operatives or over.

But look again at the figures for 500 and over:—

	July, 1941.	Jan., 1942.	May, 1942.
Employing 500-999	100	71	68
Employing 999-5,000	79	62	59
Employing 5,000 and over...	16	10	8
	195	143	135

The mortality rate in these is heavier than in the smaller firms (25 per cent. or 30 per cent.). Is it owing to the heavy reduction in civil engineering or reduced orders from local authorities and other large buyers? Mr. Beaver seems to suggest this. It is a comment worth consideration.

If any of the small and medium firms think, by now, that they are likely to be encouraged or looked after with a view to survival, they are living in a fool's paradise. It is far too easy to deal with the 855 firms (May, 1942) employing 100 and over, still remaining out of 1,206 at July, 1941, than it is to try and assist 47,750 firms employing fewer than 100 per firm, and it is easier still to employ 135 remaining in May, 1942 (out of 195 at July, 1941), who employ 500 and over.

For this "vivisection campaign" figures in more detail are wanted of the 1-19 and 20-99 shown in the Report, and not only of those but of the 100-499 class! Is it possible without them to see what steps are necessary before a decision to close down can be properly taken by any individual firm which is an unwilling victim of the campaign, and which may have been slaving to fulfil its obligations to its regular clients, even if they are "full to capacity" with war work?

William Moffat,
James Moffat & Sons, Ltd.
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GOVERNMENT BUILDING PROGRAMME

"INDUSTRY MUST FACE REDUCTION."

A warning to the building industry that it must shortly face greater reductions in its ranks is contained in a letter which the Director-General of the Ministry of Works and Planning, Mr. Hugh Beaver, has sent to Mr. W. E. Rice, O.B.E., President of the London Master Builders' Association. Last July the London Master Builders' Association sent a deputation to Lord Portal on behalf of its small and medium-sized members. Mr. Beaver's letter is the Ministry's considered reply on the subject:—

"When the present special urgency programme was initiated in June," writes Mr. Beaver, "a special committee was established of the industry with the widest powers to advise Lord Portal on all matters connected with the programme. That Committee sits under the chairmanship of Mr. George Hicks, the Parliamentary Secretary; and it has specifically dealt with the procedure and machinery for the placing of contracts.

"Registers have been established to show the reported turnover of the past three years of all registered builders, both large and small, together with their present load. It has been laid down that no firm having in hand work to the value of more than 60 per cent. of its average annual turnover will be eligible for Government work until the value of work in hand is less than 40 per cent.

"In regard to the smaller medium-sized contracts—that is, under £25,000—the Works and Buildings Emergency Organisations are consulted in the drawing-up of tender lists.

"Further, we have recognised and assisted in the formation of groups, although it is necessary for all to appreciate the difficulties involved in the group system.

"The same reservation is necessary in regard to the practice of compulsory subcontracting, which, on the advice of the Central Council, we have regularly included in recent contracts of this Department. Neither the other Government Departments nor many of the builders and contractors have taken kindly to this experiment; and, while we think it valuable, it is clear that it can only be a success if the industry itself decides to make it so.

"When all is said, however, there are certain inescapable facts; the total amount of new work and the total amount of labour is now not more than 60 per cent. of the normal. All repairs, alteration, maintenance and private work have inevitably been drastically reduced. Very little of the present programme lies in the London area. For all these reasons, the members of your Association are particularly affected.

"The question remains as to how the industry is to face the contraction that must become increasingly severe as soon as the present programme is completed and when the demands of the Forces for man-power become more insistent. This is a matter that requires the industry's close study, as it is already receiving my Minister's."

Civic Society for Bradford.

A Bradford Civic Society, "to work for a more beautiful city, by co-operation with public authorities on town planning and architecture, and with kindred societies and other persons," was inaugurated at a meeting on September 21.

LOOKING AHEAD

PROBLEMS WHEN BUILDING ACTIVITY IS REDUCED.

A DEPUTATION from the Federation of Greater London Master Builders has been received (September 23) by the Advisory Committee which assists the Government Directorates responsible for the Building Programme and which comprises representatives of the national organisations of building and civil engineering employers and operatives.

MR. GEORGE HICKS, as Chairman of the National Advisory Committee, explained that the Government were consistently adopting a policy of spreading the available work among as many suitable firms as possible. The methods of achieving this had been worked out with the help of the National organisations and included such measures as extending the lists of contractors invited by Government Departments to tender for work; requiring contractors to put work out to sub-contract; preventing the overloading of individual firms; and using the Works and Buildings Emergency Organisations in drawing up tender lists for contracts under £25,000. Mr. Hicks took the opportunity again to point out some inescapable facts. The total amount of new work and the total amount of labour are now not more than 60 per cent. of the normal. The location of war work is fixed by the needs of the Service Departments, and little of the new work is in London. All repairs, alterations, maintenance and private work have inevitably been drastically reduced. Contraction of the industry must become increasingly severe as the present programme is completed and as the demands of the Forces for man-power become more insistent. This matter was receiving close study by the Government and would need close study also by the industry.

OFFICIAL NOTIFICATIONS

Prices of Home-grown Timber.

In order to avoid misconceptions, the Ministry of Supply point out that the prices for home-grown timber in the Timber Control Orders are maximum prices. While, therefore, sellers may charge up to those maximum prices, they have no right to insist on them unless the buyer contracts to pay them.

Galvanised Iron and Steel Wire.

To secure further economies in the use of zinc, the Non-Ferrous Metals Control has issued an instruction to manufacturers requiring a reduction in the amount of zinc used in the manufacture of galvanised iron and steel wire. As from September 24, raw materials licences for zinc have not been granted for the production of galvanised wire, except in certain cases. There may be some cases other than those covered by the lists, in which the use of galvanised wire is essential. Any such exceptional cases should be submitted to the Iron and Steel Control, Director for Wire Rods and Wire Products, Ashorne Hill, near Leamington Spa, Warwickshire.

W.R. Insurance of Goods.

The Board of Trade have reason to believe that a number of traders and firms who are required to insure their stocks or equipment under Part II of the War Risks Insurance Act, 1939, or Part II of the War Damage Act, 1941, as the case may be, are failing to comply with their statutory obligations by either not insuring at all or insuring for a sum considerably short of the full value for which the law requires them to insure. A number of prosecutions have recently been instituted by the Board against persons who have failed to comply with their obligations.

CONTRACTS OPEN

For some contracts still open, but not included in this list, see previous issues. Those with an asterisk are advertised in this number. The dates at the head of paragraphs are those for the submission of tenders; a dagger (†) denotes closing date for applications; the name and address at the end refer to the person from whom particulars may be obtained

BUILDING.

OCTOBER 5.

†**Bristol C.C.**—Erection of 4 huts as nurseries. J. N. Meredith (F.), City A., Eagle House, Colston-av. Dep. £1 1s. (with applications).

Rochdale C.B.—Adaptation of premises at Birch Hill hospital for pathological services. B. S.

Rochdale C.B.—Strengthening existing shelter and construction of new shelters at remand home. B. S.

OCTOBER 6.

Luton T.C.—Erection and completion of four war-time nurseries. B. E. Dep. £2 2s.

Sutton and Cheam T.C.—Erection of British Restaurants. N. H. Michell, A.M.Inst.C.E., B. E. and S. Dep. £3.

OCTOBER 7.

Longford County P.A.C.—Repairs to dispensary residence. E., County Home, Longford.

Manchester T.C.—Erection of shelter, dormitory, control room, and adaptations to premises for N.F.S. City Architect. Dep. £1 1s.

OCTOBER 8.

Manchester T.C.—Alterations to N.F.S. premises. City A., Town Hall. Dep. £1 1s.

OCTOBER 9.

Bromley (Kent) T.C.—Alterations at N.F.S. premises. B.E., Municipal-bldgs. Dep. £1 1s.

OCTOBER 10.

Bromley (Kent) T.C.—Shelters for 50 children at St. Joseph's school. B. E., Municipal Offices. Dep. £1 1s.

Bromsgrove U.D.C. Alterations at Fire Station. J. E. Seabright (A.), 1, Cobbett-av., Droitwich Spa. Dep. £2 2s.

Ware U.D.C.—Lavatory accommodation at town depot. E. B. Cullin, E. and S., 87, High-st. Dep. £1 1s.

FEDERATED EMPLOYERS' INSURANCE ASSOCIATION LTD. ESTABLISHED 1904

The Leading Office for

Contract Guarantee Bonds

ALSO

FIRE

WORKMEN'S COMPENSATION

PUBLIC LIABILITY

MOTOR

Etc. Etc.

Head Office:

8 KING STREET, MANCHESTER, 2

London Office:

23, Lawrence Lane, Cheapside, London, E.C.2

OCTOBER 13.

Dublin (Office of Public Works).—Subsidiary buildings at airport. G. P. Fagan, Office of Public Works. Dep. £5.

OCTOBER 14.

Weymouth and Melcombe Regis T.C.—Repairs to wall at Nothe Parade. B. E. and S., 1a, Frederick-pl.

ENGINEERING, IRON AND STEEL.

OCTOBER 6.

Smethwick C.B.—Construction of static water tanks on three sites. B. E. Dep. £2 2s.

ROAD, SEWERAGE AND WATER WORKS.

OCTOBER 20.

Potters Bar U.D.C.—Construction of 85 yards of 9 in. sewers. E. and S., Wyllyott's Manor, Potters Bar. Dep. £1 1s.

PUBLIC APPOINTMENTS.

OCTOBER 6.

***Fulham B.C.**—Deputy Borough Engineer and Surveyor. W. Townend, T.C.

OCTOBER 7.

Kensington B.C. — Temporary Cost and Accounts Assistant. F. Webster, T.C.

OCTOBER 8.

***Somerset C.C.**—Temporary Quantity Surveyor. R. O. Harris (A.), County Architect, Park-st., Taunton.

OCTOBER 10.

***Dorset C.C.**—Temporary Architectural Assistant. H. E. Matthews (A.), County Architect, Shire Hall, Dorchester.

A.R.P. SCHEMES

LONDON.

Croydon.—E.C. accepted tender of G. & F. Fielding, at £397, for erection of a shelter at Parish Church school.

Deptford.—B.C. accepted tender of Arbro, Ltd., Malpas-rd., S.E.4, at £498, for construction of shelter at a hospital, subject to M.H. approval.

St. Pancras.—B.C. propose alterations to cleansing station, at £350.

Southgate.—B.C. accepted following tenders: Bysouth & Son, at £547, for extensions to wardens' posts; H. C. Leach, at £1,226, for strengthening of public surface shelters.

PROVINCIAL.

Appleby.—T.C. approved alterations to fire station, for N.F.S.

Boston.—T.C. to apply for sanction to erect 25 additional Anderson shelters.

Connah's Quay.—U.D.C. to erect additional Anderson steel shelters.

Goole.—T.C. to erect shelters at Maternity home, Boothferry-rd.

March.—U.D.C. propose construction of water storage tanks.

Newcastle-on-Tyne. — Tenders accepted by E.C. for erection of further school shelters: Sowerby's (Contractors), Ltd., Framlington-pl., for Cambridge-st. school, £148; W. Leech, Clayton-st., for Chillingham-rd. (£145), Whickham View (£150), St. Aloysius (£155), and St. Michael's R.C. (£145) schools; John Craven & Son, Two Ball Lonnen, for North Heaton (£141) and Pendower central and elementary schools (£267); and Thomas Hutchinson & Co., Elswick-rd., for St. Lawrence's R.C. school (£93).

Northumberland.—E.C. to erect shelter at Millfield school, at £180.—Two additional shelters to be built at Wallsend Secondary school and Technical Institute, at £350. Plans by W. W. Tasker, Mitford-rd., Morpeth, County Architect.

Rushden.—U.D.C. propose extensions to report centre.

Wakefield.—T.C. propose additional Anderson steel shelters.

SCOTTISH.

Glasgow.—Plans prepared by William McNab, architect, 129, Bath-st., Glasgow, for shelters at Bartholomew's school and St. Paul's school.

RATES OF WAGES IN THE BUILDING TRADE

AS AND FROM 1st FEBRUARY, 1942

[Every endeavour is made to ensure accuracy, but we cannot be responsible for errors]

	Crafts-men.	Lab-ourers.		Crafts-men.	Lab-ourers.		Crafts-men.	Lab-ourers.		Crafts-men.	Lab-ourers.
Aberavon	1/11	1/6½	Clitheroe	1/11	1/6½	Isle of Thanet	1/9	¶ 4½	Saxmundham	1/7½	1/3½
Aberdare	1/11	1/6½	Cobham (Surrey)	1/10	1/5½	Isle of Wight	1/8½	1/4½	Scarborough	1/10½	1/5½
Abergavenny	1/11	1/6½	Colchester	1/10½	1/5½	Keighley	1/11	1/6½	Scunthorpe	1/11	1/6½
Abingdon	1/9½	1/5	Colwyn Bay	1/10	1/5½	Kenilworth	1/11	1/6½	Selby	1/11	1/6½
Accrington	1/11	1/6½	Congleton	1/10½	1/5½	Kettering	1/11	1/6½	Sevenoaks	1/9½	1/5
Aldeburgh	1/7½	1/3½	Coventry	1/11	1/6½	Kidderminster	1/10½	1/5½	Sheerness	1/9	1/4½
Aldershot	1/9½	1/5	Cranbrook	1/9	1/4½	King's Lynn	1/9	1/4½	Sheffield	1/11	1/6½
Alfreton	1/11	1/6½	Cranleigh	1/9	1/4½	Kirkham	1/11	1/6½	Shipley	1/11	1/6½
Alnwick	1/10½	1/5½	Crawley	1/9	1/4½	Knowle	1/10½	1/5½	Shoeburyness	1/10½	1/5½
Altrincham	1/11	1/6½	Crewe	1/10½	1/5½	Lancaster	1/11	1/6½	Shoreham	1/10	1/5½
Amble	1/10½	1/5½	Cromer	1/8	1/4	Leamington	1/11	1/6½	Shrewsbury	1/10½	1/5½
Amersham	1/9½	1/5	Crowborough	1/9	1/4½	Leatherhead	1/10	1/5½	Sittingbourne	1/9	1/4½
Ammanford	1/11	1/6½	Cuckfield	1/9	1/4½	Leeds	1/11	1/6½	Skegness	1/10	1/5½
Andover	1/9	1/4½	Darlington	1/11	1/6½	Leicester	1/11	1/6½	Sleaford	1/9½	1/5
Ardingly	1/9	1/4½	Darwen	1/11	1/6½	Leighton Buzzard	1/8	1/4	Slough	1/10	1/5½
Arundel	1/9	1/4½	Daventry	1/9½	1/5	Letchworth	1/10	1/5½	Southampton	1/10½	1/5½
Ascot	1/9	1/4½	Deal	1/9	1/4½	Lewes	1/9	1/4½	Southend-on-Sea	1/10½	1/5½
Ashby-de-la-Zouch	1/11	1/6½	Denbigh	1/10	1/5½	Lichfield	1/10	1/5½	Southport	1/11	1/6½
Ashford (Kent)	1/9	1/4½	Derby	1/11	1/6½	Lincoln	1/11	1/6½	South Shields	1/11	1/6½
Ashford (Middlesex)	1/11	1/6½	Devizes	1/8	1/4	Littlehampton	1/9	1/4½	Spalding	1/9	1/4½
Ashington	1/10½	1/5½	Dewsbury	1/11	1/6½	Liverpool	‡§2/1	¶	Stafford	1/10½	1/5½
Ashtead	1/11	1/6½	Didcot	1/9	1/4½	Llandudno	1/10	1/5½	Staines	1/10	1/5½
Ashton-under-Lyne	1/11	1/6½	Diss	1/7½	1/3½	Llanelly	1/11	1/6½	Stamford	1/10	1/5½
Aylesbury	1/9	1/4½	Doncaster	1/11	1/6½	London—			Stevenage	1/10	1/5½
Aylsham	1/8	1/4	Dorchester	1/8½	1/4½	12m. radius	*2/0½	1/7½	Stockport	1/11	1/6½
Bagshot	1/9	1/4½	Dorking	1/9½	1/5	12-15m. radius	*2/0	1/7	Stockton-on-Tees	1/11	1/6½
Banbury	1/9	1/4½	Dover	1/9	1/4½	Long Eaton	1/11	1/6½	Stoke-on-Trent	1/11	1/6½
Barnsley	1/11	1/6½	Dovercourt	1/9	1/4½	Longton	1/11	1/6½	Stourbridge	1/11	1/6½
Barnstaple	1/9	1/4½	Driffield	1/9½	1/5	Loughborough	1/11	1/6½	Stourport	1/10½	1/5½
Barrow-in-Furness	1/11	1/6½	Droitwich	1/10½	1/5½	Louth	1/9½	1/5	Stowmarket	1/8	1/4
Barry	1/11	1/6½	Dudley	1/11	1/6½	Lowestoft	1/9	1/4½	Stratford-on-Avon	1/10	1/5½
Basingstoke	1/9	1/4½	Dunstable	1/9½	1/5	Luton	1/10½	1/5½	Stroud	1/10	1/5½
Bath	1/10½	1/5½	Durham City	1/11	1/6½	Macclesfield	1/10½	1/5½	Sunderland	1/11	1/6½
Batley	1/11	1/6½	Eastbourne	1/10	1/5½	Maidenhead	1/10	1/5½	Sutton Coldfield	1/11	1/6½
Beaconsfield	1/9½	1/5	E. Glam. (Mon. Val.)	1/11	1/6½	Maidstone	1/9½	1/5	Swaffham	1/7½	1/3½
Beccles	1/7½	1/3½	East Grinstead	1/9	1/4½	Malvern	1/9½	1/5	Swanage	1/9	1/4½
Bedford	1/10½	1/5½	Edenbridge	1/9	1/4½	Manchester	1/11	1/6½	Swansea	1/11	1/6½
Berkhamsted	1/9	1/4½	Ely	1/8	1/4	Manningtree	1/8	1/4	Swindon	1/9½	1/5
Berwick	1/10½	1/5½	Epping	1/11	1/6½	Mansfield	1/11	1/6½	Tamworth	1/10½	1/5½
Beverley	1/11	1/6½	Exeter	1/10½	1/5½	March	1/8	1/4	Taunton	1/9½	1/5
Bexhill-on-Sea	1/9½	1/5	Exmouth	1/9½	1/5	Margate	1/9	1/4½	Tenterden	1/9	1/4½
Bideford	1/9	1/4½	Fakenham	1/8	1/4	Market Harborough	1/10	1/5½	Thames Haven	1/11	1/6½
Biggleswade	1/9	1/4½	Falmouth	1/9½	1/5	Matlock	1/9½	1/5	Thetford	1/8½	1/4½
Billericay	1/8½	1/4½	Fareham	1/10	1/5½	Melton Constable	1/7½	1/3½	Thorpe Bay	1/10½	1/5½
Birchington	1/9	1/4½	Faversham	1/9	1/4½	Melton Mowbray	1/10	1/5½	Todmorden	1/11	1/6½
Birkenhead	‡§2/1	¶	Felixstowe	1/10	1/5½	Merthyr	1/11	1/6½	Tonbridge	1/9½	1/5
Birmingham	†1/11	1/6½	Filey	1/9½	1/5	Middlesbrough	1/11	1/6½	Torquay	1/10½	1/5½
Bishop Auckland	1/11	1/6½	Fleetwood	1/11	1/6½	Middleton	1/11	1/6½	Totnes	1/9	1/4½
Bishop's Stortford	1/10	1/5½	Flint	1/11	1/6½	Middlewich	1/10½	1/5½	Trowbridge	1/8	1/4
Blackburn	1/11	1/6½	Folkestone	1/9	1/4½	Milford Haven	1/9½	1/5	Truro	1/8½	1/4½
Blackpool	1/11	1/6½	Frinton-on-Sea	1/9	1/4½	Morecambe	1/11	1/6½	Tunbridge Wells	1/9½	1/5
Blyth	1/9	1/4½	Frome	1/8	1/4	Morley	1/11	1/6½	Uppingham	1/10½	1/5½
Bognor Regis	1/11	1/6½	Gainsborough	1/10	1/5½	Mundesley	1/8	1/4	Uttoxeter	1/10	1/5½
Bolton	1/10	1/6½	Gateshead	1/11	1/6½	Nantwich	1/10½	1/5½	Wakefield	1/11	1/6½
Bournemouth	1/9	1/4½	Gillingham (Kent)	1/10	1/5½	Nelson	1/11	1/6½	Walsall	1/11	1/6½
Bracknell	1/11	1/6½	Glossop	1/11	1/6½	Newark-on-Trent	1/10½	1/5½	Walsden	1/11	1/6½
Bradford	1/8	1/4	Gloucester	1/10½	1/5½	Newbury	1/9	1/4½	Walton-on-Naze	1/9	1/4½
Bradford-on-Avon	1/9	1/4½	Godalming	1/9	1/4½	Newcastle-on-Tyne	1/11	1/6½	Ware	1/10½	1/5½
Braintree	1/10½	1/5½	Goole	1/11	1/6½	Newcastle-u.-Lyme	1/11	1/6½	Warminster	1/8	1/4
Brentwood	1/9½	1/5	Gosport	1/10½	1/5½	New Forest	1/9	1/4½	Warrington	1/11	1/6½
Bridgwater	1/10½	1/5½	Grantham	1/10	1/5½	Newmarket	1/9	1/4½	Warwick	1/11	1/6½
Bridlington	1/10½	1/5½	Gravesend	1/10½	1/5½	Newport, Mon.	1/11	1/6½	Wellington R.D.	1/10½	1/5½
Brighouse	1/11	1/6½	Great Yarmouth	1/9	1/4½	Newport Pagnell	1/9	1/4½	Welwyn	1/10	1/5½
Brighton	1/10	1/5½	Grimsby	1/11	1/6½	Northampton	1/11	1/6½	Welwyn Gar. City	1/11	1/6½
Bristol	1/11	1/6½	Guildford	1/9	1/4½	Norwich	1/11	1/6½	Wells (Norfolk)	1/7½	1/3½
Broadstairs	1/9	1/4½	Guilsborough	1/9½	1/5	Nottingham	1/11	1/6½	West Bromwich	1/11	1/6½
Bromsgrove	1/10½	1/5½	Halifax	1/11	1/6½	Nuneaton	1/11	1/6½	Westcliff-on-Sea	1/10½	1/5½
Buckley	1/11	1/6½	Hanley	1/11	1/6½	Oakham	1/9½	1/5	Weston-super-Mare	1/10	1/5½
Bungay	1/7	1/3½	Harpenden	1/10	1/5½	Oldham	1/11	1/6½	Weybridge	1/10	1/5½
Burnham-on-Crouch	1/7½	1/3½	Harrogate	1/11	1/6½	Ormskirk	1/11	1/6½	Weymouth	1/9	1/4½
Burnley	1/11	1/6½	Hartlepools	1/11	1/6½	Oxford	1/10½	1/5½	Whitby	1/10	1/5½
Burslem	1/11	1/6½	Harwich	1/9	1/4½	Oxted	1/9½	1/5	Whitstable	1/9	1/4½
Burton-on-Trent	1/11	1/6½	Haslemere	1/9	1/4½	Paignton	1/10½	1/5½	Widnes	1/11	1/6½
Bury	1/11	1/6½	Hastings	1/9	1/4½	Peterborough	1/10½	1/5½	Wigan	1/11	1/6½
Bury St. Edmunds	1/8½	1/4½	Hatfield	1/10½	1/5½	Plymouth	1/11	1/6½	Wigton	1/9½	1/5
Buxton	1/10½	1/5½	Haywards Heath	1/9	1/4½	Pontefract	1/11	1/6½	Willington	1/11	1/6½
Byfleet	1/9½	1/5	Hednesford	1/10½	1/5½	Pontypridd	1/11	1/6½	Wilmslow	1/11	1/6½
Cambridge	1/11	1/6½	Hemel Hempstead	1/10	1/5½	Port Talbot	1/11	1/6½	Winchester	1/9½	1/5
Canterbury	1/9	1/4½	Henley-on-Thames	1/9	1/4½	Portsmouth	1/10½	1/5½	Windermere	1/9½	1/5
Cardiff	1/11	1/6½	Hereford	1/9	1/4½	Preston	1/11	1/6½	Windsor	1/10	1/5½
Carlisle	1/11	1/6½	Herne Bay	1/9	1/4½	Pulborough	1/9	1/4½	Wisbech	1/8½	1/4½
Carnforth	1/11	1/6½	Hertford	1/10½	1/5½	Ramsgate	1/9	1/4½	Witham	1/9	1/4½
Castleford	1/11	1/6½	Heysham	1/11	1/6½	Reading	1/10½	1/5½	Woking	1/9½	1/5
Caterham	1/11	1/6½	Hitchin	1/10	1/5½	Redditch	1/10½	1/5½	Wokingham	1/9	1/4½
Chard	1/8	1/4	Hoddesdon	1/10½	1/5½	Redhill	1/9½	1/5	Wolverhampton	1/11	1/6½
Chatham	1/10	1/5½	Holt (Norfolk)	1/7½	1/3½	Ripon	1/9½	1/5	Woodbridge	1/8½	1/4½
Chelmsford	1/10½	1/5½	Horley	1/9	1/4½	Rochdale	1/11	1/6½	Worcester	1/10½	1/5½
Cheltenham	1/10	1/5½	Horsham	1/9	1/4½	Rochester	1/10	1/5½	Workington	1/9½	1/5
Chepstow	1/10½	1/5½	Horwich	1/11	1/6½	Rugby	1/11	1/6½	Worksop	1/10½	1/5½
Chertsey	1/10	1/5½	Huddersfield	1/11	1/6½	St. Albans	1/10½	1/5½	Worthing	1/9	1/4½
Chester	1/11	1/6½	Hull	1/11	1/6½	St. Helens	1/11	1/6½	Wrexham	1/10½	1/5½
Chesterfield	1/11	1/6½	Hunstanton	1/8	1/4	St. Neots	1/8½	1/4½	Wroxham	1/8½	1/4½
Chichester	1/9	1/4½	Huntingdon	1/8½	1/4½	Saffron Walden	1/8	1/4	Wycombe	1/10	1/5½
Chorley	1/11	1/6½	Ilfracombe	1/9	1/4½	Salisbury City	1/8½	1/4½	Wymondham	1/8	1/4
Cirencester	1/8½	1/4½	Ingatestone	1/9½	1/5	Salisbury Plain	1/10	1/5½	Yeovil	1/9½	1/5
Clacton	1/9	1/4½	Ipswich	1/10½	1/5½	Sawbridgeworth	1/9½	1/5	York	1/11	1/ 6½
Cleveleys	1/11	1/6½									

* Painters ½d. less than other Craftsmen. † Plus 2d. per working day. ‡ Plasterers 2/1½.
¶ Tradesman's Labourers, 1/7½. Navvies and General Labourers, 1/6½.
§ Joiners, Plumbers, Bricklayers, Tilers and Masons receive 2/- per week or 4d. per day Tool Money.
NOTE.—Carpenters and Joiners in all Towns and Districts (other than Birkenhead and Liverpool) receive 2d. per day Tool Allowance.
For Building Trade Wages in Scotland, see page 298.

PRICES CURRENT OF MATERIALS*

Note: Owing to the exceptional circumstances which prevail at the present time, prices of materials should be confirmed by inquiry. The prices of soft woods are for cash on delivery. At present linseed oil and genuine spirits of turpentine can only be supplied in cans in small quantities.

BRICKS, &c.

	£ s. d
Best Hard Stocks	4 13 0
Second Hard Stocks	4 6 0
Mild Stocks	3 13 0
Single Rough Stocks	3 7 0
Common Stocks	2 17 6

All loaded free into lorry at the works. The question of haulage is still very difficult and prices must be obtained from job to job. *In addition*, there will be the Levy under the Bricks (Charges) Order, 1942, of 3s. per 1,000.

	King's Cross Station per 1,000	To sites in W.C. District per 1,000
2½ in. Phorpres. A discount of 6d. 1,000 only monthly account.	s. d.	s. d.
Phorpres	56 9	63 3
Pressed	58 9	65 3
Single Bullnose	76 9	83 3
Cambrics	76 9	83 3
Splites	77 3	83 3
	£ s. d.	£ s. d.
Best Midhurst Best selected (delivered London site)	5 10 0	
Best blue Pressed Staffs. (London Stns.)	11 12 0	
Do. Bullnose (London Stns.)	12 2 0	
Fine Wire Cuts (London Stns.)	10 9 6	

Best Stourbridge Fire Brick (London Stns.) :—

	£ s. d.		£ s. d.
2½ in.	10 0 0	3 in.	12 0 0

GLAZED BRICKS. (London Stns.)

Best White Ivory		D'ble Str'tch'rs	36 10 0
Second Salt Glazed		D'ble Headers	33 0 0
Stretcher	28 0 0	One side&two ends	37 10 0
Headers	27 10 0	Two sides&one end	38 10 0
Internals, Bullnose		Splays and	
Squints and 4½ in. Flats	34 10 0	Squints	36 0 0

Second Quality, £2 per 1,000 less than best. Cream or buff, £2 extra over white. Other colours. Hard blue. £5 10s. extra over white.

TO LEVY ON BRICKS. 3/- per 1,000 except Glazed Bricks.

PARTITION SLABS.

Delivered on site London Area.

"PHORPRES" HOLLOW PARTITION BLOCKS.

	s. d.		s. d.
per yd. sup.	2 8	3" per yd. sup.	3 6
" "	2 11	4" " "	3 10

CLINKER CONCRETE.

per yd. sup.	1 11	3" per yd. sup.	2 6
" "	2 3	4" " "	3 6

CRANHAM TERRA COTTA.

12 x 9 x 2" per yd. super	2 8
12 x 9 x 2½ " "	2 11
12 x 9 x 3" " "	3 6
12 x 9 x 4" " "	3 10

HEMPSTEAD—KEYED TWO SIDES.

12" x 9" x 2"	2 8	12" x 9" x 3"	3 6
12" x 9" x 2½"	2 11	12" x 9" x 4"	3 10

Per yard super d/d. Free on site, London.

Plus 2d. for smooth one side, and 4d. for smooth both sides.

STONE.

PORTLAND STONE.—Delivered in railway trucks at Westbourne Park, Paddington, G.W.R., or South Lambeth, G.W.R., per ft. cube ..... s. 3 d. 3½

PORTLAND STONE—RANDOM BLOCK—

Free on rail at Seaton Station..	per ft cube	2 3
Delivered free on rail Nine Elms, S.R.	"	3 1½

Selected approximate size one way, 1d. per cubic ft. extra, selected approximately three sizes or for special work, 3d. per cubic ft. extra.

PORTLAND STONE—

Brown Whitbed, in random blocks of 20 ft. average, delivered in railway trucks at Nine Elms, S. Rly., South Lambeth Station, G.W.R., and Westbourne Park, Paddington, G.W.R., ... per ft. cube	4 7
Do. do. delivered on road waggons as above stations ..... per ft. cub	4 7

White basebed, 3d. per ft. cube extra.

NOTE.—1d. per ft. cube extra for every ft. over 20 ft. *average* and ¼d. beyond 30 ft.

PORTON-WOOD STONE—

	s. d
F.O.R. Quarries, Wirksworth, Derbyshire, Random blocks from 10 ft. and over P.ft.cb.	13 2
Sawn two sides	26 11
Sawn three or four sides	31 11

YORK STONE, BLUE—*Robin Hood Quality.*

Delivered at any Goods Station, London.

6 in. sawn two sides landings to sizes (under 30 ft. super)	per ft. super	5 6
6 in. rubbed two sides, ditto	"	6 3
3 in. sawn two sides slabs (random sizes)	"	2 7
2 in. to 2½ in. sawn one side slabs (random sizes) (paving)	"	1 8½
1½ in. to 2 in. ditto	"	1 4½

YORK—

Delivered at any Goods Station, London.

Scrappled random blocks	per ft. cube	6 10
6 in. sawn two sides landings to sizes (under 40 ft. super)	per ft.super	5 7½
6 in. rubbed two sides, ditto	"	6 9
4 in. sawn two sides slabs (random sizes)	"	3 5
3 in. ditto ditto	"	2 8
in. self-faced random flags	per yd. super	8 9

CAST STONE.

Delivered in London area in full van loads, per ft. cube : Plain, 7s. 6d. Moulded, 8s. 6d. Small section cills and copings. 11s.

SAND.

Thames Ballast	10s. 0d. per yd.	delivered 2 miles radius Paddington.
Pit Ballast	9s. 6d. " "	
Pit Sand	12s. 0d. " "	
Washed Sand	13s. 0d. " "	
¾ in. Shingle	10s. 6d. " "	
¾ in. Broken Brick	16s. 0d. " "	
Pan Breeze	10s. 0d. " "	

CEMENT.

Best British Portland Cement. Standard Specification, delivered London area. £ s. d.

6 ton loads and upwards site ..... per ton	2 11 0
1 ton to 6 tons site	2 14 0
Alongside Vauxhall in 80 ton lots	2 8 6
"Ferrocrete" Rapid Hardening Cement—	
6 ton loads and upwards site	2 17 0
1 ton to 6 tons site	3 0 0
Alongside Vauxhall in 80 ton lots	2 14 6
"Aquacrete" Water Repellent, "Blue Circle" cement, 30s. per ton on ordinary "Blue Circle" prices.	
"Colorcrete" Nos. 1 and 2. Coloured rapid Hardening Portland Cement in 6 ton lots ..	4 11 0
"Colorcrete" not rapid hardening, according to colour, from £7 to £15 10s. per ton.	
"Snowcrete" White Portland Cement (in free paper bags)	10 5 0
"417" Cement (Ultra Rapid Hardening) Delivered Site London Area in 6 tons lots and upwards	3 11 0

Plus packages at current prices.

Super Cement (Waterproof), bags extra 4 1 0

NOTE.—Jute sacks charged at 35s. 6d. nett per ton (20 sacks) for quantities of or exceeding one ton.

Less than one ton 1s. 9½d. nett each.

Credit 1s. 6d. nett each when returned in good condition within two weeks.

	£ s. d.		£ s. d.
Romance ment	8 10 0	Keene's Cement, White	7 0 0
Parian Cement	7 0 0	" " Pink	6 10 0

Cement tone Colours for cement according to tints per cwt. from £3 5s. 0d.

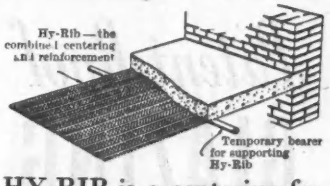
SLATES.

First quality slates from Penrhyn or Portmadoc carriage paid in full truck loads to London Rate Station. Per 1,000 actual.

	£ s. d.		£ s. d.
24 by 12	45 5 0	18 by 10	24 0 0
22 by 12	37 17 6	18 by 9	22 12 6
22 by 11	34 2 6	16 by 10	21 10 0
20 by 12	33 0 0	16 by 8	16 12 0
20 by 10	30 5 0		

HY-RIB is the answer to your centering problem

Use the reinforcing steel as centering for the slabs



HY-RIB is a centering for concrete during construction

HY-RIB is a reinforcement for the structural slab

Over ***11,000,000*** *square feet of HY-RIB combined centering and reinforcement has been used in wartime buildings*

For the guidance of Constructional Staffs we provide working drawings for particular applications of Hy-Rib.

HY-RIB

COMBINED CENTERING AND REINFORCEMENT

HY-RIB SALES, 6 COLLINGHAM GARDENS EARLS COURT, S.W.5. 'PHONE: FROBISHER 8141

4-126A

PLASTER.

	£ s. d.		£ s. d.
Coarse, Pink	4 0 0	Sirapite, Coarse..	4 5 6
" White ..	4 7 6	" Finish ..	4 13 6
Pioneer	4 5 0		

Above prices for 4-ton loads and over London Area.

Best Ground Blue		Grey Stone Lime	2 17 6
Lias Lime	3 7 6	Chalk Lime	2 17 6
Granite Chippings	1 15 0	Hair per cwt. ..	3 5 0

NOTE.—Sacks are charged 1s. 9d. each, and credited 1s. 6d. if returned in good condition within three months, carriage paid.

Stourbridge Fireclay in paper bags, £2 12s. 6d. in 6-ton lots at railway depot.

TILES.

Delivered at London rate stations in full truck loads of not less than 6 tons..... Per 1,000 f.o.r. London.

Best machine-made tiles from Broseley or Staffordshire district	£5 15 0
Ditto hand-made ditto	6 18 6
Ornamental ditto	7 5 0
Hip and valley tiles (per dozen) { Hand-made	0 14 0
{ Machine-made	0 13 6

HARD WOOD.

1 INCH AND UP THICK.

Average price for prime quality.	s. d.		£ s. d.	Foot cube.
Dry English Wainscot Billets..	16 0	to	0 18 0	
Dry Slavonian Billet Wainscot ..	17 0	to	1 0 0	
Dry Cuba Mahogany logs	21 0	to	1 4 0	
Square-edged Honduras Mahogany			0 16 6	
Log Cut Honduras Mahogany			0 17 6	
American Figured Oak			0 13 0	
American Plain Oak			0 12 6	
Jap. Figured Oak			0 13 0	
Jap. Plain Oak			0 12 6	
Teak			0 15 0	
American Whitewood			0 12 6	
African Whitewood			0 8 0	
African Mahogany			0 11 0	
Australian Walnut			0 19 0	
Australian Silky Oak			0 12 6	
Best Scotch glue ..... per cwt.			5 0 0	
Liquid glue ..... per gallon			1 2 0	

SOFT WOOD.

MERCHANTABLE BRITISH COLUMBIAN PINE

	Minimum. £ s. d.	Maximum. £ s. d.
Scantlings in imported sizes,		
2 in. by 3 in. to 4 in. by 11 in.	43 10 0	53 0 0

PLANED BOARDS.

PRIME CLEAR BRITISH COLUMBIAN PINE.

	Per standard. £ s. d.
1 in. by 11 in. } 1 in. by 9 in. }	67 10 0

	Per square. s. d.
1 in. plain edge flooring	53 0
1½ in. ditto	66 6
1 in. tongued and grooved	53 0
1½ in. ditto	66 6

MATCHING.

	Per square. s. d.
¾ in.	37 6
¾ in.	42 0
1 in.	55 0

PLUMBERS' BRASS WORK.

Delivered in London.

M.O.H.

S.D. BIBCOCKS, CRUTCH HEAD, FOR IRON

½ in	¾-in.
30/-	44/6 per doz.

TOILET BIB COCKS FOR IRON.

½ in.	¾ in.
42/-	60/- per doz

S.D. STOP COCKS FOR IRON.

¼ in.	½ in.	1 in.	1¼ in.	1½ in.	2 in.
29/6	45/-	81/6	195/-	272/-	453/- per doz

S.D.S. COCKS WITH TWO UNIONS FOR LEAD.

¼ in.	½ in.	1 in.	1¼ in.	1½ in.	2 in.
45/-	77/6	123/-	240/-	372/-	624/- per doz.

DOUBLE NUT BOILER SCREWS.

¼ in.	½ in.	1 in.	1½ in.	1½ in.	2 in.
5/6	6/8	11/-	24/-	36/-	56/- per doz

HEAVY CROYDON BALL VALVES.

¼ in.	½ in.	1 in.	1¼ in.	1½ in.
36/-	65/-	98/-	195/-	264/- per doz.

CAPS AND SCREWS.

1¼ in.	1½ in.	2 in.	3 in.	3½ in.	4 in.
11/9	14/5	21/6	37/9	54/-	59/6 per doz

BRASS SLEEVES.

1¼ in.	2 in.	3 in.	3½ in.	4 in.
10/9	13/6	25/-	37/-	46/- per doz.

LEAD TRAPS WITH BRASS CLEANING SCREWS

	1¼×6 lbs.	1½×6 lbs.	2×7 lbs.	3×7 lbs.
Lead P.	26/-	34/-	55/-	92/- per doz.
Lead S.	34/-	41/-	67/	115/- per doz.

SOLDER.—Plumbers', 1/5 . Tinmen's, 1/9. Blow pipe 2/- per lb.

* The information given on this page has been specially compiled for THE BUILDER, and is copyright. The aim in this list is to give, as far as possible, the *average* prices of materials, not necessarily the highest or lowest. Quality and quantity obviously affect prices—a fact which should be remembered by those who make use of this information. Prices are subject to 2½ per cent. cash discount.

PRICES CURRENT OF MATERIALS—(*contd.*)

METALS.

JOISTS, GIRDERS, &c., TO LONDON STATION PER TON—

	£	s.	d.
R.S. Joists, cut and fitted	£23	10	0
Plain Compound Girders	26	0	0
Stanchions	28	10	0
In Roof Work	33	10	0

NOTE.—These prices are for standard pieces and not special pieces of an awkward nature.

MILD STEEL ROUNDS.—To London Stations, per ton.

Diameter.	£	s.	d.	Diameter.	£	s.	d.
¼ in.	23	0	0	⅜ in. to ½ in.	21	10	0
⅛ in.	22	0	0	⅝ in. to 2½ in.	21	0	0

WROUGHT TUBES AND FITTINGS.

Deliveries from works.

Deliveries from London stock further 2½ % gross.

10/17

	Tubes. ½"/16 G.	Tubulars. and ⅜"/16 G.	19/24 G.	Flanges. ½"/2"	2½"/6"
	%	%	%	%	%
Light weight	51½	—	47½	51	57½
Heavy weight	44	44	39½	41	49½
Galv. lightweight	40½	—	38½	39½	48½
Galv. heavyweight	31	31	31	29½	41

Tubes and tubulars sizes ½"/⅛" inclusive, charged extra of 5% less gross.

Fittings. Figs. 25/34 5% less gross discount.

Terms.—Nett cash end of month following date of invoice. Carriage paid on lots of £10 nett value and over.

C.I. HALF-ROUND GUTTERS—London Prices ex Works. per yd. in 6 ft. lengths.

	Gutters.	Nozzles.	Stop ends.
3 in.	1/5½	1/2½	4½d.
3½ in.	1/7	1/4	4½d.
4 in.	1/7	1/6	6½d.
4½ in.	1/8½	1/8½	7½d.
5 in.	2/0½	2/0	9d.

O.G. GUTTERS.

3 in.	1/10½	1/7½	5d.
3½ in.	2/1½	1/7½	6½d.
4 in.	2/1½	1/8½	7½d.
4½ in.	2/2½	1/11½	8½d.
5 in.	2/8½	2/3	10½d.

RAIN WATER PIPES.

Per yd. in 6 ft.	Pipe	Bends. Stock angles.	Branches.
2 in.	2/2½	1/5½	2/2
2½ in.	2/3½	1/8½	2/7½
3 in.	2/8½	2/1½	3/2
3½ in.	3/2½	2/6½	3/7½
4 in.	3/8½	3/0½	4/5

NETT PRICES.

Tonnage allowance—4-ton lots, 5 per cent.
2-ton lots, 2½ per cent.

L.C.C. COATED SOIL PIPES—London Prices, ex Stock.

Per yd. in 6 ft.	Pipe.	Bends.	Branches.
2 in.	3/9½	2/7½	3/2
2½ in.	4/5	2/10½	3/11½
3 in.	4/9	3/2	4/8½
3½ in.	4/10½	3/11½	5/5½
4 in.	5/3½	4/5	6/3½

L.C.C. COATED DRAIN PIPE.

	Pipe.	Bends.	Branches.
3 in. per yd. in 9 fts.	5/5	6/3	9/11
cwt. qr. lbs.			
4 in. 1 1 20	7/11	7/1	12/6
5 in. 1 2 22	9/7	12/9	19/3
6 in. 2 0 6	11/5	14/8	25/6

Gaskin, 75/- per cwt.

	Per ton basis in London. £	s.	d.
IRON.—Staffordshire Crown, Merchant quality	18	7	6
IRON.—Staffordshire Marked Bars	19	7	6
Mild Steel Bars	19	15	0
Mild Steel Hoops	21	10	0

	Ex Merchant's Stock, per ton (two-ton lots).		
Soft Steel Sheets, C.R. and C.A.—			
20 gauge	24	17	6
24 gauge	25	2	6
26 gauge	25	17	6
Galvanised Corrugated Sheets, 6 ft. to 9 ft.			
20 gauge	27	0	0
24 gauge	27	10	0
26 gauge	28	15	0
Galvanised Flat Sheets, C.R. and C.A.—			
20 gauge	28	10	0
24 gauge	29	0	0
26 gauge	30	5	0

	Per ton. £	s.	d.
Cut Nails, 3 in. and up	28	10	0

ALL NETT.

METAL WINDOWS.—Standard sizes, suitable for complete houses, including all fittings, painting two coats, and delivery to job, average price about 2s. 4d. to 2s. 7d. per foot super.

PAINTS, &c.

	£	s.	d.
Raw Linseed Oil (5 galls.) .. per gallon	0	5	9
Boiled Linseed Oil (5 galls.) ..	0	6	0
Genuine Ground English White Lead, per cwt.	3	10	3
Genuine White Lead Paint, 14 lb. tins free, per cwt.	4	14	0
Genuine Red Lead, ..	2	17	0
Linseed Oil Putty ..	1	11	3
Size. XD quality .. ffkn.	0	4	9

Turpentine substitute can be obtained and prices vary according to quality from 3/5 gallon upwards.

	£	s.	d.
SNOWCEM CEMENT PAINT .. per cwt.	2	16	0
C.M.C. CAMOUFLAGE PAINT .. "	2	16	0

BUILDING TRADE WAGES IN SCOTLAND

Following are grade rates authorised by the Scottish N.J.C. from February 1. Every endeavo is made to ensure accuracy, but we cannot be responsible for errors that may occur.

Grade Classification	A	A1	A2	A3	B
Craftsmen	1/11½	1/11	1/10½	1/10	1/9½
Labourers	1/6	1/5½	1/5½	1/5	1/4½

Aberdeen	A	Dumfriesshire	A2	Inverness	*	Perthshire
Ayrshire	A	Dundee	A	Inverurie	A1	Peterhead
Banff	B	Dunoon	A	Kincardineshire	A2	Renfrewshire
Berwickshire	A2	East Fife	A	Kinross-shire	A	Rothesay
Bridge of Allan	A	East Lothian	A	Lanarkshire	A	Roxburghshire
Broughty Ferry	A	Edinburgh	A	Midlothian	A	St. Andrews
Clackmannanshire	A	Fifeshire	A	Monifieth	A	Selkirkshire
Doune	A	Forfarshire	A2	Moray and Nairn	B	Stewartry
Dunblane	A	Glasgow	A	Newport	A	Stirlingshire
Dumbartonshire	A	Greenock	A	Peeblesshire	A2	Stornoway
Dumfries	A1	Hamilton	A	Perth	A	Tayport
						West Lothian

*This town has its own rates: Masons, 1/8½; Carpenters, 1/8½; Slaters, 1/8½; Plumbers, 1/9; Plasterers, 1/ but 1/10 is paid owing to the scarcity at present; Painters, 1/8½ and Labourers, 1/4

The information given in this table is copyright. Rates of wages in England and Wales are given on page 296

VARNISHES, &c.

		Per gallon. £	s.	d.
Oak Varnish	Outside	0	16	0
Fine do.	"	0	18	0
Fine Copal	"	1	0	0
Pale Copal	"	1	2	0
Pale Opal Carriage	"	1	6	0
Best do. do.	"	1	14	0
Floor Varnish	Inside	1	0	0
Fine Pale Paper	"	1	0	0
Fine Copal Cabinet	"	1	4	0
Fine Copal Flatting	"	1	2	0
Hard Drying Oak	"	1	0	0
Fine Hard Drying Oak	"	1	1	6
Fine Copal Varnish	"	1	2	6
Pale do.	"	1	14	0
Best do.	"	1	4	6
Best Japan Gold Size	"	1	14	6
Best Black Japan		0	12	0
Oak and Mahogany Stain (water)		0	14	0
Brunswick Black		0	9	6
Berlin Black		0	16	0
Knotting (patent)		0	17	0
French and Brush Polish		0	14	0
Liquid Dryers in Terebene		0	11	0
Cuirass Black Enamel		0	9	0

LEAD, &c.

	Per ton. £	s.	d.
(Delivered in London.)			
LEAD.—Sheet, English, 4 lb. and up	38	0	0
Pipe in coils	38	10	0
Soil pipe	42	10	0
Compo pipe	47	10	0

NOTE.—Country delivery, 20/- per ton extra, lots under 3 cwt. 4/- per cwt. extra and over 3 cwt. and under 5 cwt., 2/6 per cwt. extra. Cut to sizes, 4/- per cwt. extra.

Old lead, ex London area, at Mills ..... per ton } £18 0 0.

Patent Roof
GLAZING

The Hall Mark AYGEE *of Craftsmanship*

Actual manufacturers of patent glazing. Lantern and Skylights, Metal Windows, etc.

AYGEE LTD.

Metal Window Manufacturers, Light Steel Constructional Engineers.

100 WESTMINSTER BRIDGE RD., S.E.1

Ring: Waterloo 6314

(6 lines)

THE SCOTTISH BUILDER

NEW BUILDINGS

EDINBURGH. — T.C. to proceed with completion of 372 houses.

GLASGOW.—Plans prepared for alterations and additions at West Regent-st. the architects being James Miller and Manson, 15, Blythswood-sq., Glasgow.

The Late Col. B. E. Baily.

The death has taken place of Col. Basil Edgar Baily, who for many years has practised as an architect in Nottingham. Among his works were alterations to Brackenhurst Hall, done in conjunction with his late partner, Col. A. W. Brewill.

GLASS.

ENGLISH SHEET GLASS IN CRATES OF STO SIZES.

ORDINARY GLAZING QUALITY (O.Q.) AND SELECTE GLAZING QUALITY (S.Q.).

PER FOOT SUPER.

In sizes not exceeding 80 in. long or 48 in. wide 110 united inches.

	O.Q.	S
18 oz. in 300 ft. cases	2½d.	2
24 oz. „ 200 ft. „	3½d.	4
26 oz. „ 200 ft. „	4d.	4
32 oz. „ 200 ft. „	5½d.	6
24 oz. in 300 ft. cases	3½d.	4
26 oz. „ 300 ft. „	3½d.	4
32 oz. „ 300 ft. „	5½d.	6
Fluted, 21 oz.	9½d.	

Extra price according to size and substance for squ cut from stock.

ENGLISH ROLLED PLATE AND FIGURED CATHEDRAL, ETC., IN CUT SIZES.

Over 500 ft. super of all kinds.	Pe s.
Rolled plate, ¼ in.	5
Rough cast double rolled, ⅛ in.	6
Rough cast double rolled, ¼ in.	6
Figured rolled, and Cathedral, white	6
Figured rolled and Cathedral, tinted	9
Rolled Sheet	
Reeded, Broad Reeded, Cross Reeded and Chevron Reeded, ¼ in. thick	0
Rolled plate is the same price as rough cast double rol	

	Per s.
Wire Rolled, ¼ in. thick	0
Wired Cast, ¼ in. thick	0
Georgian Wired Cast	0
"Calorex" Sheet, 21 oz.	2
„ „ 32 oz.	4
„ Cast, ¼ in. thick	0
„ „ ⅜ in. thick	1
„ „ ½ in. thick	1
Non Actinic Glass, ¼ in. thick	0
„ „ „ ⅜ in. thick	1
„ „ „ ½ in. thick	1

"VITA" GLASS.

	Per s.
"Vita" Plate Glass, about ⅛ in. thick To 7 ft. super	5
Over 7 ft. super	7
"Vita" Sheet Glass, about 18/20 oz.	2
Cathedral "Vita" Glass:	
¼ in. thickness	2
⅜ in. „	3
⅛ in. Georgian Wired "Vita" Glass	3

GLASS BRICKS.

	s.	d.	
P.B. 1—8 in. × 4¼ in. × 3¾ in.	2	9	each
P.B. 2—5¼ in. × 5¼ in. × 3¾ in.	2	6	„
P.B. 3—7¼ in. × 7¼ in. × 3¾ in.	3	6	„
P.B.32—7¼ in. × 7¼ in. × 3¾ in.	3	6	„

Radiused Corner Bricks to match up with—

P.B. 2	4	6	each
P.B. 3	6	0	„
P.B.32	6	0	„

CURRENT AND PROPOSED NEW BUILDINGS

Brierfield.—U.D.C. propose alterations to ambulance hall, Halifax-rd., for conversion into war-time day nursery.

Darlington.—Health Committee to provide three war-time day nurseries on sites at Albert Hill; North-rd., and Bedford-st. Plans by E. Minors, B.E.

Deptford.—B.C. to erect war-time day nursery at Evelyn-st.

Halesowen. — North Worcestershire Joint Hospital Board propose conversion of "Hodgetts" Ward into bed isolation ward at Hayley Green isolation hospital. Plans by H. E. Folkes (F.), 34, Hagley-rd., Stourbridge.

Hendon. — B.C. to erect war-time nursery at Dollis Hill school.

Jarrow.—E.C. received sanction to erect outhouses and latrines at two schools, at £675. Plans by J. S. Weir, B.E.

Marshland.—R.D.C. propose structural alterations to P.A.C. Institution.

Middlesbrough. — Kitching & Co., 21, Albert-rd., have prepared plans for alterations for H. Newbould.

Newcastle-on-Tyne.—City Council to carry out alterations to Heaton Park-rd. school and Whickham View school. Plans by J. F. C. Solomon, City Estate and Property S.

Oldham.—T.C. propose war-time day nursery at Waterhead.

Salford.—T.C. propose war-time day nursery at Regent-rd.

Stockport.—T.C. propose war-time day nursery at junction of Arnfield-rd. and Beeston-gr., Adswood.

Tynemouth.—E.C. seeking sanction to carry out repairs to Queen Victoria school.—Repairs proposed at St. Oswin's school.—W. Stockdale, 73, Howard-st., North Shields, prepared plans for reconditioning of premises at Bedford-st.

West Hartlepool.—Hostel to be established, at £2,500. Plans by F. Durkin, B.E.

BRITISH RESTAURANTS AND CANTEENS

Birdwell. — Newton, Chambers & Co., Ltd., propose canteen.

Chesterfield.—Members of Chesterfield Kit-Kat club propose canteen.

Colne Valley.—E.C. propose canteen in district schools.

Durham.—E.C. to provide school meals facilities at a further 36 schools to plans by County Architect, 34, Old Elvet, Durham.

Glasgow.—Plans prepared for canteen, the architect being D. J. R. Waugh, 12, Tyndwall-av., High Burnside, Rutherglen.—From plans by George Morgan, engineer and architect, Electricity Offices, Waterloo-st., Glasgow, a canteen is to be erected at Dalmarnock.

North Riding.—School dining centre to be provided by E.C., at Whitby. Plans by J. R. White, County Hall, Northallerton, County Architect.

Northumberland.—E.C. to provide canteens at Bedlington Cambois school, at £680.

Oldham.—T.C. propose prefabricated building for B.R. at junction of Railway-rd., and Featherstall-rd. South.

Peterborough. — T.C. propose B.R. at Midland-rd., Fletton and New England areas.

Rochdale.—Rochdale and District Town Planning Committee approved plans for canteen.

Stanley, Yorks.—U.D.C. propose B.R. at Leeds-rd., Outwood.

Wakefield.—Council of Wakefield Free Churches (Secretary, P. Codiferro, The Cottage, Arlington-st., Wakefield) propose canteen at West Parade Methodist schools.

Wath-on-Dearne.—Board of Governors of Wath Grammar school recommend West Riding E.C. to extend school dining-hall and instal additional kitchen equipment.

TENDERS

The Editor welcomes authentic information for this feature from architects, surveyors or contractors. Items should reach 4, Catherine-street, Aldwych, W.C.2, not later than Tuesday morning.

Tenders for A.R.P. work will be found under "A.R.P. Schemes."

* Denotes *accepted.*
† Denotes *provisionally accepted.*
‡ Denotes *recommended for acceptance.*
§ Denotes *accepted subject to modification.*
¶ Denotes *accepted by H.M. Government departments.*

Barrow-in-Furness.—Erection of prefabricated building for war-time day nursery on a selected site, for Lancashire C.C. E.C. L. Evans, County Architect, County Offices, Preston: *W. Lionel Gray (1933), Ltd., Hospital-bldgs., Hospital-rd., Farnworth, nr. Bolton.

Glasgow.—Alterations and additions at additions at King's Park school. John McNab, architect, 129, Bath-st., Blythswood, Glasgow; demolition, brick and building work: *William Taylor (Glasgow), Ltd., Glasgow, £239.

Glasgow. — Canteen and storage building. James Marshall, architect, 3, Charles-st., Springburn-rd., Glasgow; excavation, brick and mason work: *Cowieson, Ltd., Glasgow.

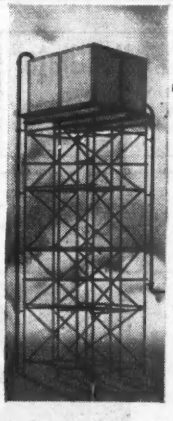
Halesowen.—Interior and exterior renovations to tuberculosis block at Hayley Green hospital, for North Worcestershire Joint Hospital Board. H. E. Folkes (F.), architect, 34, Hagley-rd., Stourbridge: *Cornelius Green & Porter, 26, Hagley-rd., Stourbridge, £248.

Halifax.—Erection of two "Nashcrete" huts as day nurseries, for T.C. D. Lloyd Jones, B.E., Crossley-st.: *Pickles Bros. (Builders), Ltd., Mile Thorn, Halifax.

Hendon.—For erection of three B.R., for B.C.: †Buckingham & Sons, Ltd., £1,771 (Brent-st.); †Kent & Sussex Contractors, Ltd., £1,979 (Montrose-av.); †Highworth Construction Co., Ltd., £1,930 (Cricklewood-la.).

Hendon.—Erection of hut at Edgware, for war-time nursery, for B.C.: *Highworth Construction Co., Ltd., £1,491.

Hendon.—Rebuilding of cubicle block at isolation hospital, for B.C.: *J. Jarvis & Sons, Ltd., Epsom, £4,275 (subject to M.H. approval).



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¶London (Air Ministry).—The Directorate of Contracts (A.M.) has placed the following new contracts to value of £500 or over for week ended September 26.

Building work: W. S. Try, Ltd., Uxbridge, Middx.; A. E. Symes, Ltd., Brentwood, Essex; T. H. Kingerlee and Sons, Ltd., Oxford; Thorogood and Sons, Surbiton, Surrey; Thos. Bates and Son, Ltd., Hornchurch, Essex; Russell Building and Constructing Co., Ltd., Manchester; H. Boot and Sons, Ltd., Sheffield; Wm. Townson and Sons, Bolton, Lancs.; E. and L. Berg, Ltd., Esher, Surrey; A. Robinson, Idle, Yorks; and J. Miller and Partners, Ltd., Edinburgh. Civil Engineering: D. C. Stewart, Aberdeen.

Building and Civil Engineering: Sir R. McAlpine and Sons, Ltd., Hooton, Cheshire.

Electrical work: British Insulated Cables, Ltd., Prescot, Lancs.

Paint work: A. Sharrocks, Rochdale; En Tout Cas Co., Ltd., Syston; Macartney, Ltd., London; Clark and Fenn, London.

General Maintenance Work: Wm. Sindall, Cambridge; A. Gordon, Ltd., Montrose; W. Pye, London, S.W.17; John Andrews and Son, Ltd., Belfast; James Blake, Aberdeen; A. B. Symes, Ltd., Brentwood.

¶London (Ministry of Works).—Works contracts placed by Ministry of Works and Planning during week ending September 23:—

Berks: Electrical work, Christy Bros. & Co., Ltd., 171, Broomfield-rd., Chelmsford, Essex.

Devonshire: Electrical work, Christy Bros. & Co., Ltd., 171, Broomfield-rd., Chelmsford, Essex.

Devonshire: Htg. & H.W.S., G. N. Haden & Sons, Ltd., Orchard-st., Bristol 1.

Dorsetshire: Electrical work, Johnson & Tanner, 2, Park-ter., Worcester Park, Surrey; Wessex Electricity Co., Newbury.

Lincs: Building work, B. Pumfrey, Ltd., Wintern Works, Carlisle-st., Gainsborough.

Oxfordshire: Electrical work, Higgins & Cattle, 21, Archer-st., Portman-sq., W.1.

Oxfordshire: Htg. & H.W.S., F. Church, Canterbury Wks., Glanville-rd., Oxford.

Somerset: Building work, Stansell & Son (Taunton), Ltd., Billet-st., Taunton.

Warwickshire: Electrical work, Holliday, Hall & Stinson, Ltd., Victoria-st., S.W.1; Speedy & Eynon, Ltd., 39, Carrs-la., Birmingham.

Warwickshire: Htg. & H.W.S., Comyn Ching & Co. (London), Ltd., 15-21, Shelton-st., W.C.2; Young, Austen & Young, Ltd., 24, De Montfort-st., Leicester.

Wilts: Htg. & H.W.S., Z. D. Berry & Sons, Ltd., Palace-chbrs., Silver-st., Doncaster.

Wilts: Electrical work, Higgins & Cattle, 21, Archer-st., Portman-sq., W.1; Christy Bros. & Co., Ltd., Chelmsford, Essex; Bective Electrical Co., Ltd., 36, Davies-st., W.1; Wessex Electricity Co., Newbury.

Wilts: Building work, Wort & Way, 37, Castle-st., Salisbury; C. A. Hayes & Sons, Ltd., St. Mary's, Stoke Hill, Stoke Bishop, Bristol.

¶London (War Dept.).—Works contracts placed by War Dept. for week ended September 19:—

Perthshire: Miscellaneous work, Wm. B. Doods, Crieff.

Yorks: Miscellaneous work, Drake & Warters, Ltd,, Wakefield; Wonderhouses, Ltd., Scarborough; Squire W. Swift, Ltd., Selby; J. Houlton & Sons, Ltd., Hull; Markwell, Holmes & Haytor, Ltd., Hull; G. R. Chapman & Sons, Beverley; J. Taylor (Contractors), Ltd., Hull; J. Allison & Sons, Ltd., Pocklington; A. Moore & Son, Scarborough; P. R. Gillatt, South Cave, Nr. Hull; Parkinson & Dennis, Swanland, Hull; H. Stubbings, Malton; J. L. Spooner, Hull.

Yorks: Hutting (erection), Gibson Bros., Ltd., Upton, Nr. Pontefract.

Yorks: Miscellaneous work, J. T. Tarran & Son, Ltd., Hutton Rudby.

Yorks: Building work, A. E. Wright, Ltd., Richmond, Yorks.

Lancs: Hutting (erection), Cross & Lawson, Ltd., Colne.

Notts Hutting erection) Adam Eastwood & Sons, Ltd., Warsop, Notts.

Hertfordshire and Dorset: Miscellaneous work, W. J. Haward, Hoddesdon, Herts.

London: Miscellaneous work, Eric J. Robinson, Ltd., Ilford.

Kent: Concrete work, J. W. Ellingham, Ltd., Maidstone; Wraight, Ltd., Sittingbourne.

Wilts: Miscellaneous work, F. W. Hulbert Light & Co., Ltd., Chippenham.

Wilts: Roadwork, W. & J. Glossop, Ltd., London, W.6.

Devon: Miscellaneous work, C. Symons & Co., Liskeard; Pearn Bros., Ltd., Plymouth.

Co. Fermanagh: Miscellaneous work, J. Sisk & Sons, Enniskillen.

Manchester.—Extensions. Cruickshank & Seward (F.), architects, 16, Princess-st., Manchester 1: *Alfred Hodkinson, Ltd., 62, Greenhill-st., Greenheys, Manchester 15.

North Riding.—Adaptation of premises at Whitby as central kitchen, for E.C.: *Jaram & Son, Scarborough, £1,362.

Northumberland.—Tenders accepted by E.C.: Adapting premises at Longbenton Burradon school as canteen: *J. Oliver & Sons, Forest Hall, £154; canteen kitchen at Longbenton Westmoor school: *F. Hope, Gosforth, £213.

Northumberland. — Painting tenders accepted by E.C.: Holywell school: *E. J. Bell, Whitley Bay, £125; Haltwhistle school: *T. Ellis, Hexham, £149; Hexham Junior school: *T. Ellis, Hexham, £200; Ashington New Hirst Park school: *W. M. Oliver, Ashington, £193; Ashington Wansbeck school: *R. W. Mackenzie & Son, Ashington, £331; Hexham Grammar school: *T. Ellis, Hexham, £282.

Tynemouth.—Adaptation of premises at Lovaine-pl., as war-time nursery, for T.C. D. M. O'Herlihy, B.E., 19, Howard-st., North Shields: *Direct labour, £373.

Walthamstow.—Erection of temporary garages, for B.C. F. H. Heaven (A.), Architect to E.C.: *J. & R. Rooff, Ltd., £386 (subject to approval of M.H.).

NEW COMPANIES

THE particulars quoted below have been compiled by Messrs. Jordan & Sons, Ltd., Company Registration Agents, of 116 and 117, Chancery-lane, W.C.2, from the documents available at the Companies Registry.

J. W. MORRISS (BUILDERS), LTD. (375083). Regd. July 16. 13, Sanford-lane, N. 16. Nom. cap.: £100. Dirs.: J. W. Morriss and H. D. Gordon.

MIRFIN AND DAWSON, LTD. (375162). Regd. July 21. Ranby, nr. Worksop. Bldrs., contractors, etc. Nom. cap.: £2,000. Dirs.: C. H. Mirfin and J. W. Dawson.

FROGGATT AND JONES, LTD. (375255). Regd. July 25. 48-50, Mosley-st., Manchester, 2. Contractors, engrs., bldrs., bldrs.' mchts., etc. Nom. cap.: £1,000. Dirs.: H. H. Froggatt, A. W. Jones, W. Froggatt and G. K. Smith.

J. EBAN, LTD. (375294). Regd. July 28. Bldrs., contractors, etc. Nom. cap.: £100. Sub.: R. J. Gill, 48, Earls Court-sq., S.W.5.

A. E. HERRINGTON, LTD. (375306). Regd. July 29. 360, Queensbridge-rd., Dalston, E.8. Bldrs., carriers, etc. Nom. cap.: £100. Dirs.: J. J. Wood and A. E. Herrington.

GORDON CLARKE, LTD. (375607). Regd. August 12. 123, Pall Mall, S.W.1. Bldrs.' mchts., bldrs., etc. Nom. cap.: £1,000. Sub.: G. S. Clarke, "Calder," Old Hill, Chislehurst, Kent.

Civil Defence Conference.

The National A.R.P. Co-ordinating Committee have secured the services of some of the most authoritative experts in the country, who will speak at a one-day-school conference at the Caxton Hall on October 25. The Conference starts at 10 a.m. with an opening session and then splits into two parallel sets of lectures, one on organisational topics, including Post-Raid Welfare and War Damage, and one on more technical subjects. There will also be a show of the latest Civil Defence films. The fee for the Conference is 7s. 6d. (members of organisations 5s.). Applications, etc., should be sent to Conference Secretary, National A.R.P. Co-ordinating Committee, Faraday House, 8, Charing Cross-road, London, W.C.2.

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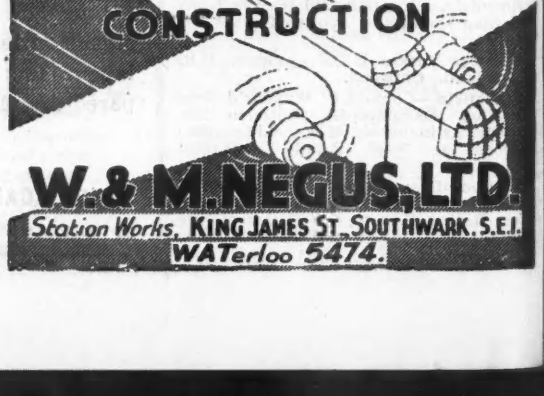
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